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COVER: the 110 metre *Dilbar*
Photography: Andrew Clelland/SecaBlue Photography

issue 308



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GIULIANO SARGENTINI, PAOLO PUCCI, A&B PHOTODESIGN



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february 12

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Eye Opener of the 141m *Yas*, the sixth largest private yacht in the world, photographed by Dick Holthuis; Westship reopens with new designs and a new facility; Fincantieri's collaborations with Ken Freivokh and Andrew Winch seal the builder's reputation as a large superyacht specialist; an exclusive *BI* report from the extraordinary launch of Benetti's 61m superyacht *Diamonds Are Forever* in Livorno, Italy

LARGEST YACHTS IN THE WORLD

ALL NEW SPECIAL FOLD-OUT
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The first of Benetti's Crystal series semi-custom yachts, *Johanna* is a composite-built craft whose design emphasises an outdoor lifestyle and the relationship with the sea

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We assess high performance yachts the Azimut Grande 120 SL, the Mangusta 108, and the AB 116, to see what modern builders are offering owners who feel the need for speed



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COURTESY OF AEROYACHT; ROGER LEAN-VEROOE; COURTESY OF FEADSHIP

the boats

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The family-run Codecasa yard has broken away from its usual custom designs with this retro looking 42m Vintage series motor yacht, which boasts strikingly bright, spacious and comfortable living spaces

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Nautor's new yacht is a modern design that shows the builder's independent spirit. It features the finest Swan traits, combining good sailing with airy living spaces that will be a joy to sailors and loungers alike

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The disparity in funds between America's Cup teams means that for some the day ends when they leave their boats, while others work late into the night – and many host cities are feeling the pinch, too

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SHARK DIVING IN FRENCH POLYNESIA

Our reporter explores the Tuamotu archipelago on board *Seawolf* and discovers humpback whales, reef sharks, tropical fish, pink sands and black pearls in the splendid isolation only a superyacht can provide

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NEW LOOK BROKERAGE SECTION

Easier to use, easier to find the information you need and presenting vital data in a smarter way: the all-new Brokerage section offers market analysis, our roundup of the most noteworthy boats for sale, market trends and much more



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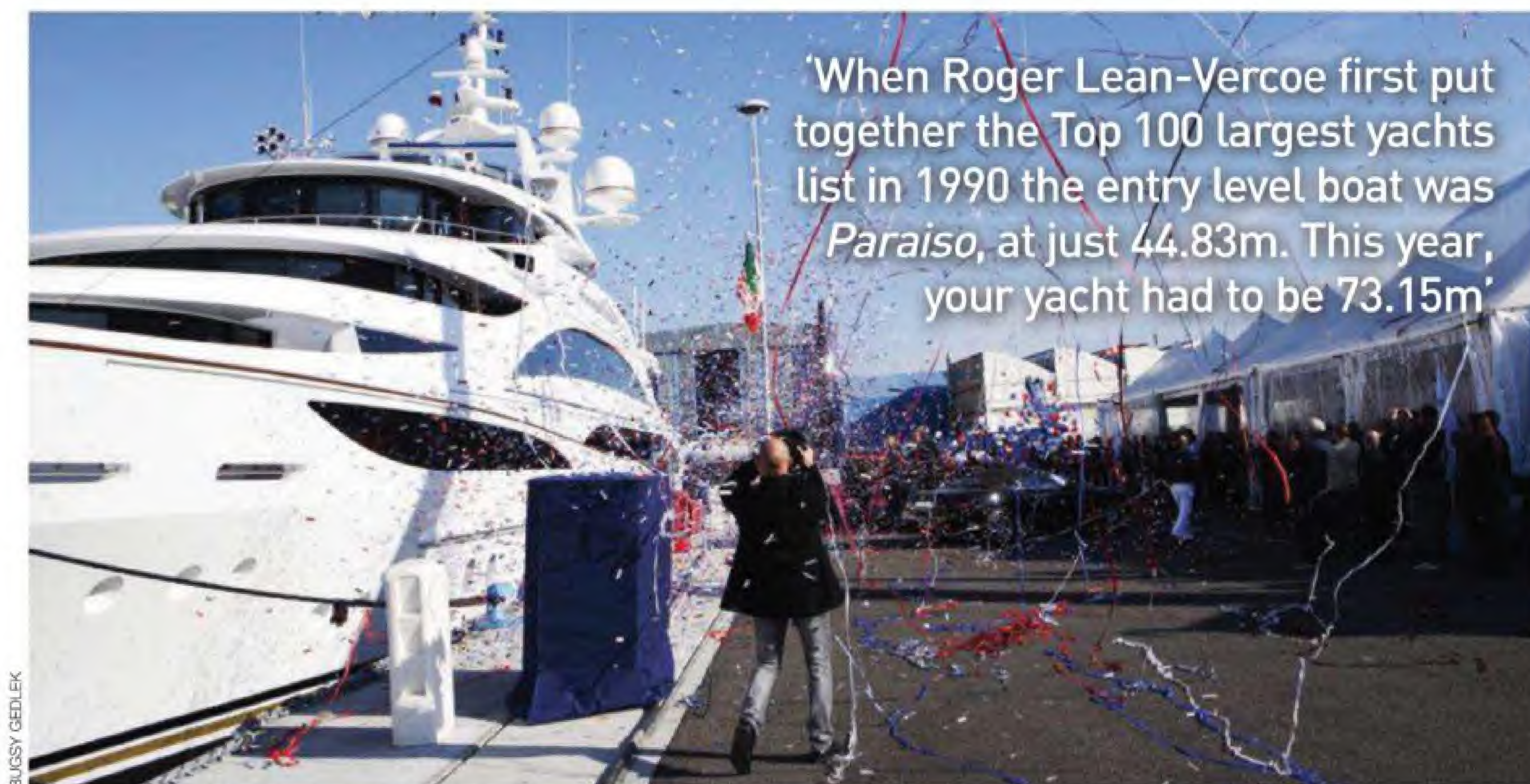
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BUGSY GEDLEK



MARK SIMS

As the New Year hangover recedes and the long month of January stretches out before us, I feel a sudden urge to engage in those most traditional of seasonal activities – predictions and resolutions. My first prediction, of course, is that I won't stick to any of my resolutions, although I should probably point out that my first resolution was, as it happens, to ignore all predictions.

Circular arguments aside, we have taken something of a prediction angle with this issue of *Boat International*. Firstly, we have an overview of some of the current projects and future concepts that are in development or on the drawing board, from the sublime to the outlandish (page 34). And while some of those projects may appear far-fetched on the surface, it is worth considering the work that De Voogt, the design arm of Feadship, has been doing for the last few years with its annual in-house concept design challenge. These unusual projects, some of which look almost too futuristic to be feasible (turn to page 40 for more), are all based in reality – a key element of the design brief for each project is that it should be able to be built if a client wants it. Of course, it's not just about developing a completed yacht – many of the ideas contained in the designs get used in live projects, with *Predator* being a prime example.

Following on from that, we have changed the way we cover our annual round-up of the Top 100 largest yachts. It makes a striking fact that when Roger Lean-Vercoe first put together the listing in 1990 the entry level boat was *Paraiso*, at just 44.83m. This year,

your yacht had to be 73.15m to get into the list... We also take a look at some of the big yachts due for delivery in 2012 which, we predict, will make next year's list. Our Top 100 coverage starts on page 49 complete with a new-look roll fold.

So what are my own predictions for 2012? Well, firstly I predict that there will be some superb new yachts this year, starting with the Benetti *Diamonds Are Forever* whose launch I attended last November. Look out for full coverage of the latest key yachts exclusively in the pages of *BI* throughout 2012.

I also predict that England will bounce back from Rugby World Cup disaster and will take the Six Nations with a clean sweep. I predict that a Brit will win Wimbledon, that the euro will still exist come year's end, that it will not rain during the London Olympics, and that the Swift 141 *Yas* will finally be delivered. Naturally, I reserve the right to invoke that first new year's resolution of mine.

And what of the rest of those resolutions? Well, I have decided that, having garnered a small following on Twitter (a fine feat seeing as I've never tweeted so much as word since signing up), I will start tweeting with aplomb in 2012. You can follow my insightful musings on the superyacht world by finding me as @nautiwords.

What else? I'll be honest. I didn't manage to add any other resolutions to my list. How predictable...

Tim Thomas

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BOAT

INTERNATIONAL MEDIA

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Published monthly

Issue 308 • FEBRUARY 2012

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SISTER PUBLICATIONS

ShowBoats International • Boat International Russia • Boat International China
Meer & Yachten • Mer & Bateaux • Dockwalk

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Boat International (ISSN 0264-9136) is published monthly. Periodicals postage paid at Rahway NJ.
US agent: Mercury International, 365 Blair Road, Avenel, NJ 07001, USA.
Postmaster address changes to Boat International, 365 Blair Road, Avenel, NJ 07001, USA.

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INTERNATIONAL MEDIA

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CLAUS REISSIG *Italy*
Sea trials often miss out the subject of living on board. In this respect, you could almost see the dead calm of Portofino as a godsend when I was on the new Swan 80. With the chic location as a background, I was provided with three courses from the onboard galley, sat comfortably in the cockpit reserved for guests and sheltered from the wind, and was generally able to get to know the yacht from quite another angle.

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DAG PIKE *Italy*
Many people out there still enjoy speed on the water. There was a time when speed meant a spartan boat, but these days clients want to combine performance with luxury. For designers, this is where the challenge lies, because luxury usually means weight. For me, *BI's* review of performance yachts was an exciting journey into a world of new lightweight materials and modern engines: a chance to see how the performance market has changed.

Page 90



PETER BOULTON *Italy*
I had been forewarned about the Codecasa Vintage 42's bright interior but, in contrast to the warm September Monegasque sunshine, it offered a chance to cool off, a deference to the Mediterranean lifestyle. This long-established family company's presentation of retrospective elegance is a bold and timely stroke in the current market and one that has attracted attention in the right sectors.

Page 106

Year after year, this fleet of the top 100 superyachts gets larger and younger

ROGER LEAN-VERCOE *French Polynesia*
No-one likes to spend time in an aircraft's belly, but I spent a most relaxing 22 hours travelling to Tahiti, thanks to Air Tahiti Nui's kind upgrade. During the 22-hour flight from Europe to the South Pacific, I enjoyed two full nights of sleep, as well as catching up with my reading. Not bad when you have paradise to anticipate.

Page 126

RAPHAEL MONTIGNEAUX *France*
Despite economic conditions, I am delighted to again report a high turnover this year in our annual Top 100. No less than 10 newcomers were delivered in 2011, with one of them over the magical 100 metre figure. And a higher number is already scheduled for 2012. Year after year this fleet, incredibly, is larger and younger.

Page 49

JOCHEN HALBE *Monaco*
What is a Germanic style? When I stepped on board *Kaiser* I had no clue at all. But when I left I understood what the owner had in mind, thanks to the team of Bannenberg & Rowell. They had designed a rich and detailed interior that reminded me of my childhood, when I visited one of my grand aunts and was struck by the somehow strange furnishings.

Page 64



An aerial photograph captures the massive superyacht Yas as it is launched from a dry dock. The yacht, with its white hull and dark blue upper sections, is being lowered into the turquoise water by a large crane. The water's surface is shimmering with sunlight. In the background, other ships and industrial structures are visible along the coast.

eye opener

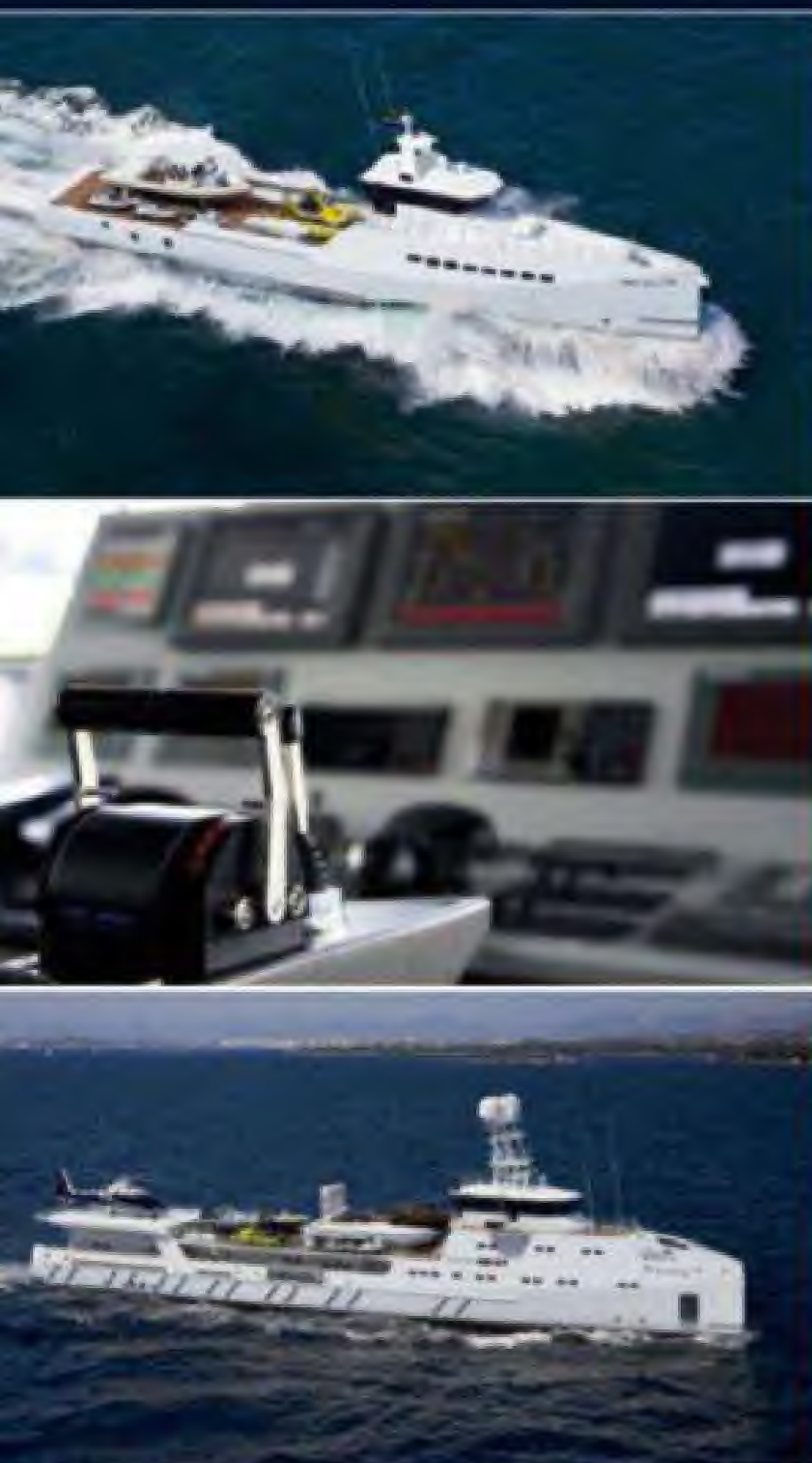
Abu Dhabi, 13.11.11

Dick Holthuis snapped the 141m superyacht *Yas* from a helicopter at 9.48 on a bright winter morning, the bunting from her launch still fluttering in the wind. 'Flying above this vessel in the early morning was very impressive. To see the shape for the first time from above... Incredible,' says Holthuis. Built at ADM Shipyards, *Yas* will be the sixth-longest private yacht in the world when finished, and the largest launched in 2011. Her superstructure is the largest composite object of its kind yet made and is built on the steel hull of a UAE Navy frigate.

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All SEA AXE models are available with various deck and interior configurations. The range is already a proven success with two Fast Yacht Support SEA AXE 5009 delivered and two SEA AXE 6711 under construction.



SEA AXE 3707



SEA AXE 5009



SEA AXE 6711

Westship reopens with new designs and Tampa facility

► When the economy took a nosedive, six-time yacht owner Henry Respass was not only left with a half-built yacht, but the whole yacht brand as well. He had been building his 'dream vessel', a 33.5 metre Westship at the yard in Tampa, Florida, when the opportunity arose to acquire Westship's assets in 2006. Now, after finishing his yacht *Lady Prestige* and waiting for the economic outlook to improve, he says he is ready to put these assets to work and resume building Westships at a new facility in Tampa, Florida. At the helm of the new management team is CEO Ricardo Ruelos.

'We will be able to offer any size between 100 to 131 feet (30-40m) and we will be semi-custom – so if someone wants a 118, a 113, or any model in between, we have the capability to do that,' says Ruelos.

As part of its rebirth, Westship has turned to designer Evan K Marshall and naval architects Giovanni and Giuseppe Arrabito who have drawn up two new designs, a 33.5m and 40m. Both offer Marshall's signature 'wave' windows, as well as high freeboard and the option of a hard top. To be constructed in FRP to Lloyd's class, they share the same mould – *Prestige Lady's* – with a beam of 7.7m.

'*Prestige Lady* has a proven hull design with a top speed of 28 knots, cruising at 18 knots. This hull has been tested and sea trialled. That's important,' says Ruelos.

The 40m offers layout variations such as a midships tender garage coupled with an optional gym or an aft tender garage, a spa pool on the top deck or upper aft deck and the option of a flybridge. Both models will come in either a walkaround or wide body version.

Westship has been building yachts since 1989, initially at Westport's Washington facility and after 2000, in Florida, after the previous owners purchased the old Trident yard in Tampa.

CONTACT Westship tel: + 1 206 290 0028 web: www.westshipworldyachts.com



The 73.55m Nobiskrug *Graffiti*, by Reymond Langton Design, undergoes its first sea trial on the Kiel Canal on 12 December

On the iPad this issue

Contents

Close



Launch of *Diamonds Are Forever*

With a Bond-themed acrobatic performance, the launch of the 61m Benetti was quite a show. See video of the extravaganza and interviews on the *BI* iPad app



Fincantieri concepts

Hear Fincantieri project manager Mauro Parodi discuss the builder's concepts from Andrew Winch and Ken Feivokh in an exclusive video on the iPad app



Events

From the Young Designer of the Year Award to the Loro Piana Superyacht Regatta, this year's calendar is jam packed. See videos of last year's events on the iPad



Johanna

Enjoy more images of Benetti's new Crystal series *Johanna*, a beautiful 42.7m motor yacht designed to enhance guests' relationship with the sea



America's Cup

Visit our app for a mid-season review video, covering the best action from the series build-up, along with the first three events in Cascias, Plymouth and San Diego



Kaiser

To fulfill its brief for a 'Germanic' interior, Bannenberg & Rowell created a bold, decorative and highly individual style. See more of it at our extended iPad gallery



Performance Motor Yachts

Economic recovery may be slow, but owners are still seeking speed on the water. To see more pictures of our top three performance yachts, visit the iPad edition



Codecasa 42

The family-run yard's latest model has an elegant and traditional design with a refreshing interior style. We have an extended gallery of this classic yacht



Swan 80

This 25m was built with real sailors in mind, but is comfortable enough for those who prefer less activity. See more of the Swan 80 in our extended image gallery



Ocean Traveller

With abundant sea life, the Tuamotu archipelago in French Polynesia offers blissful diving. Our iPad app features a picture gallery and extended feature



Big designs seal Fincantieri's growing reputation

► When Fincantieri Yachts launched the 134m *Serene* (B1306) earlier this year it was the largest yacht yet launched in Italy. Brokered by the late Nick Baker of Camper & Nicholsons, it is being followed by another, larger project, again handled by CNI, that is currently in build. Further, Fincantieri has made more waves in the plus-size superyacht market by commissioning large concepts from two leading designers.

Fincantieri asked Ken Freivokh and Andrew Winch to pen yachts of between 70m and 160m to 'illustrate the range of possibilities' clients could expect from the yard in that size range.

Ken Freivokh's 145m *Fortissimo* design is billed as a seamless fusion of elegance and power. 'The inspiration was structure based – it is essentially a very large, long yacht, very much an ocean going vessel, to be subjected to stresses which require a sound structural solution,' says Freivokh. Instead of conventional hull reinforcements and deck plating, essential parts of the superstructure rely on a rigid spaceframe (a structure of interlocking struts). This links sidedecks with overhangs to create a rigid and strong envelope without the need for additional internal reinforcement, which would limit views.

'It's all about effortless motion, long sightlines, the sensation of space, speed, purity of line,' says Freivokh.

The yacht has seven levels including an owner's deck and an entertaining deck. It features eye-popping details such as a double height atrium on the upper deck, and on the same level a swimming

pool with glass walls that are a feature of the main deck gymnasium and bar below it. An art gallery offers views into the machine room, where 70,000kW diesel engines will allow speeds of 35 knots. The visibility of internal workings is an essential feature of the interior design, just as the zigzag of the spaceframe defines its exterior.

In contrast, Andrew Winch's 88m *Virage* has a more organic look. 'It's a very fluid natural design; it's like a pebble on the beach, or waves themselves – everything is shaped by water,' says Winch.

The undulating lines of the superstructure help it avoid the 'apartment block' look that threatens all large yachts. The differing curves of each deck also uncover the balconies (where a lower deck spills out and a higher deck turns in). This feeling of flow is central to the interior as well.

'Coming upstairs at the aft end of the saloon, you have a view forward all the way through the yacht,' he says. 'We have the main staircase and the elevator set to the side, so you don't have that blocking the middle of the voluminous interior, while the uninterrupted windows allow the perfect vantage point.' In the aft exterior areas, a waterfall-like effect is achieved with twin staircases leading from the upper deck dining area

to a huge main deck pool area, and another pair leading down to a lower deck beach club. Up top the sundeck features loungers in a lily pad arrangement around a spa

pool. The design sleeps 12 in seven suites. Its two 2,100-2,500kW diesel engines and twin controllable pitch propellers

will offer about 6,000nm at 12 knots.





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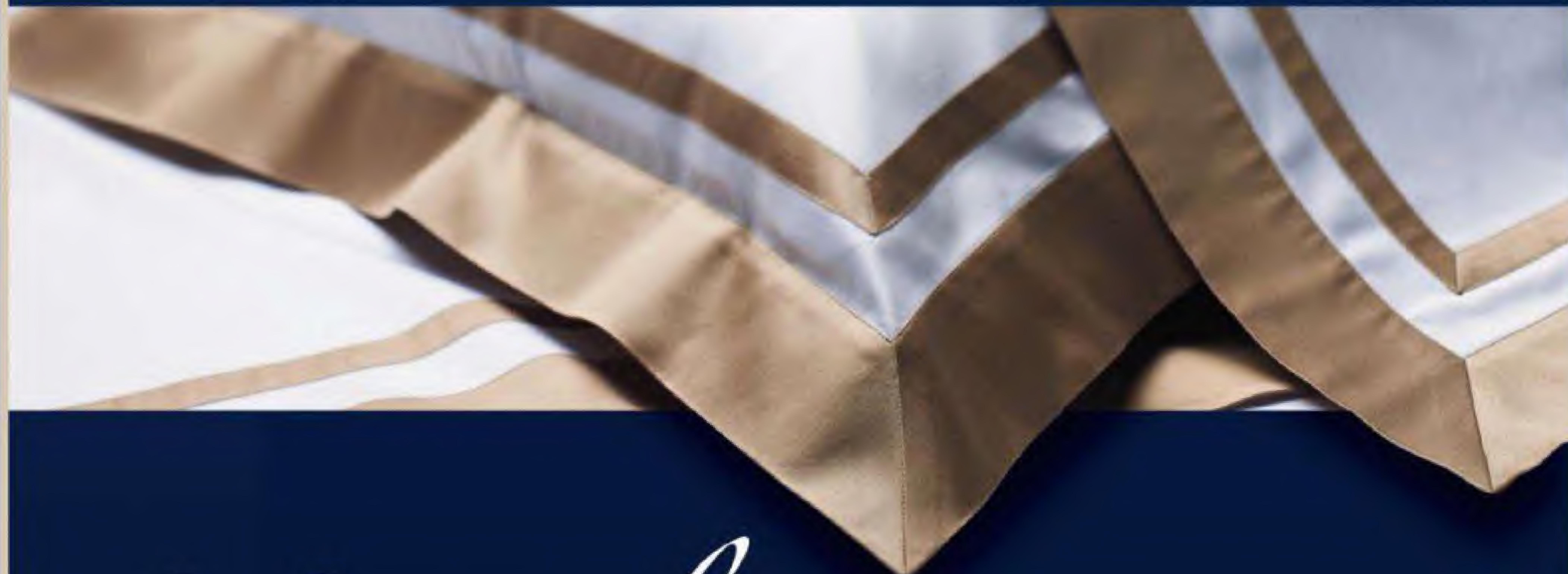
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Spectacular launch for *Diamonds Are Forever*



► 'Make it spectacular,' was the brief Evan K Marshall received for the interior of the 61m motor yacht *Diamonds Are Forever*. Her owner may very well have given the same instructions to those organising the boat's launch ceremony at Benetti's yard in Livorno, on 26 November. A live performance of the theme song from the James Bond film *Diamonds Are Forever* was followed by an action sequence in which 'James Bond' pulled up in a sports car, climbed the yacht's flank and grappled with a balaclava'd villain while suspended halfway down the superstructure.

Serial owner John Staluppi has had some experience with these occasions, having built 17 superyachts to date, including the world's fastest – *The World Is Not Enough*. He was introduced to Benetti via his previous purchase, *Quantum of Solace* (ex-*Midlandia*), brokered by

Peter Thompson of Ocean Independence, who was also instrumental in the *Diamonds* project. But the new displacement yacht signifies a change of pace on the water for the American auto magnate.

'I wanted more of a luxury yacht, for cruising,' Staluppi exclusively told *BI*. 'We built the boat to offer charter guests something different to what they're used to. She has plenty of room, plenty of storage. I use the boats, I build the boats, so I know what's really needed – and it has been a real pleasure working with the team at Benetti.'

In the 18 months between Staluppi's purchase of the part-completed yacht and her launch, he and Benetti transformed the original design to make her a truly international, functional and luxurious boat. Changes included shaving 0.3m off the keel to reduce her draught and allow cruising in the Bahamas; adding an extra deck up top; reconfiguring the interior layout; moving the upper deck air ducting to create a giant upper saloon and, at Thompson's suggestion, adding a Schottel jet pump stern thruster.

'All the modifications we have done with him [Staluppi] have been an



improvement of the standard, especially on the technical side,' said Nicola Nicolai, of Benetti, manager of the project. 'The Schottel is a very interesting thing, we are thinking to install it on a few other yachts.'

Since the build, Benetti has added similar top decks to two other yachts, and is keen to replicate the *Diamonds*' inconspicuous and practical stern door to the swim platform.

But while *Diamonds Are Forever* may be functional, her look is by no means utilitarian. Evan K Marshall's interior design is glamorous and warm, with high-gloss woods throughout, cabins featuring velvet

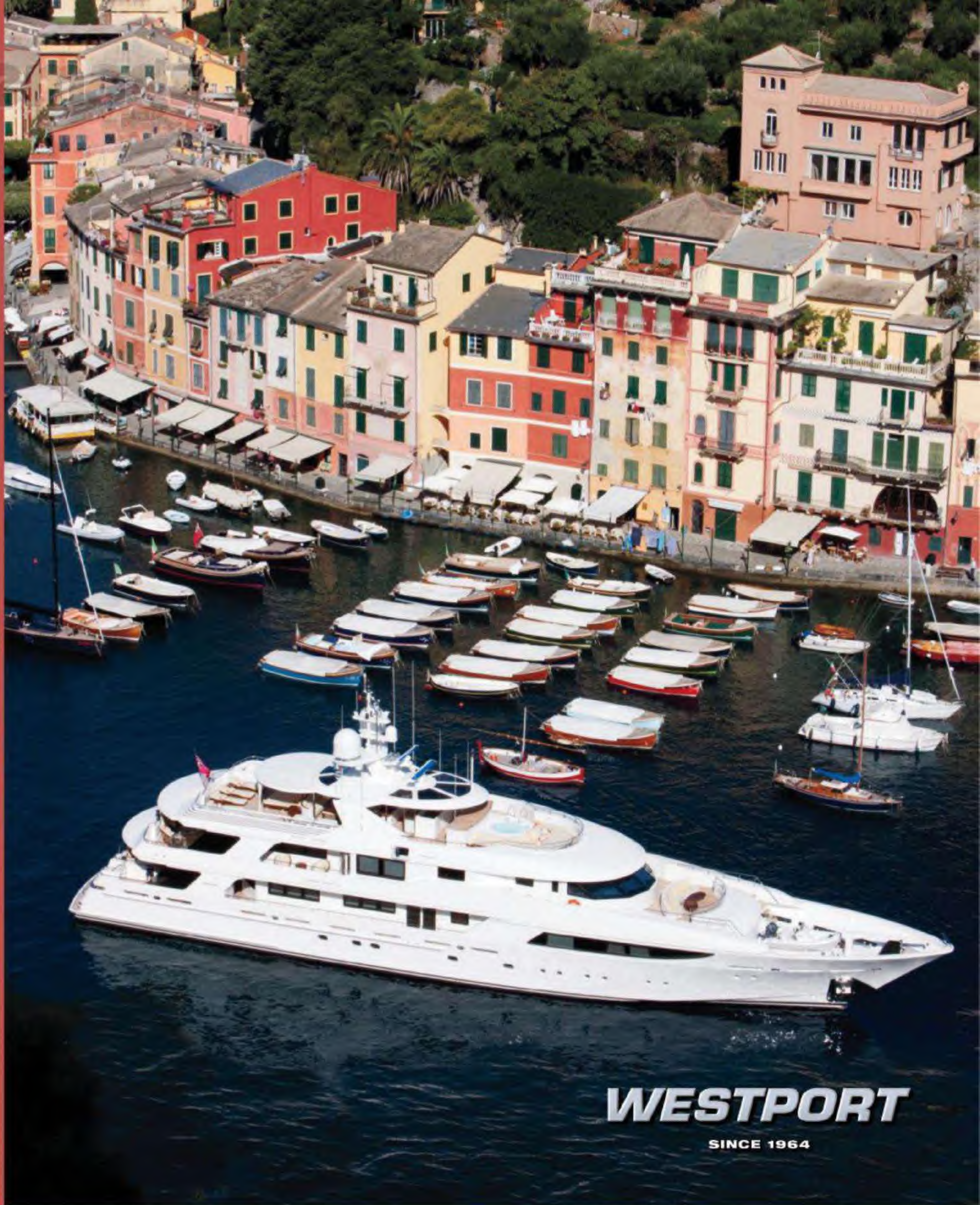
headboards and en suites decked out in several varieties of marble, plus ample lounging areas, statement chandeliers and hand-painted faux marble pillars in the main saloon. Marshall has certainly fulfilled his brief. At the time of press, the yacht was scheduled to leave the yard in December and launch straight into her first charter.

Look out for the full feature on *Diamonds Are Forever* in the March issue of *Boat International*. Video features from the launch and interviews with the key players will be available on the iPad version of the magazine.

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The Caribbean Superyacht Regatta & Rendezvous

14-17 March 2012 Yacht Club Costa Smeralda, Virgin Gorda

► The Yacht Club Costa Smeralda (YCCS) has been putting the final touches to its new Clubhouse in Virgin Gorda, in preparation for the grand opening in January, followed by the second Caribbean Superyacht Regatta & Rendezvous in March.

YCCS's new superyacht marina in the idyllic setting of North Sound, Virgin Gorda, will play host to a stellar fleet of sailing and motor superyachts for four days of racing, cruising, fabulous parties and elegant receptions.

The event looks set to be a highlight of the Caribbean season, with

more than 20 of the world's largest, loveliest and fastest yachts already registered to participate. A diverse fleet will include classic designs such as Burger's beautiful 33.5m motor yacht *Chanticleer*, Vitters' 54.6m ketch *Marie* and last year's champion, Royal Huisman's 42m *Hanuman*, as well as recent launches from some of the leading shipyards such as Fitzroy's award-winning 49.7m sloop *Zefira*.

Entries are limited to 30 yachts, so to avoid disappointment we strongly advise you to reserve a place online without delay, at www.superyachtregataandrendezvous.com/register.

Entries for the Young Designer of the Year Award 2012 now open

Submit your entries before 9 May

► The Young Designer of the Year Award competition returns in 2012, with a brand new task set to uncover the industry's up-and-coming creative talents

Sponsored by Camper & Nicholson's International, the Young Designer of the Year Award is a worldwide initiative celebrating the best of superyacht design from the boards of student and trainee designers.

The winner will be chosen by an elite panel of internationally known yacht designers and will receive €5,000 prize money, as well as the coveted golden neptune trophy. Additionally, the top five competition finalists will benefit from a host of incredible opportunities aimed at advancing their early design careers. These

include complementary access to the two-day Superyacht Design Symposium and an all-expenses paid trip to visit Lürssen shipyards in Bremen and Rendsburg, Germany.

Entries are invited from current students of yacht design and practising yacht designers who graduated from a bachelor's degree course (or the international equivalent) in 2010 and thereafter.

The competition brief, rules and entry requirements are available to download at www.showboatsdesignawards.com/young-designer.



Attending the World Superyacht Awards 2012

5 May 2012 Istanbul, Turkey

► Nominations for the World Superyacht Awards 2012 are now closed and the outstanding finalists will be announced in the March issue of *Boat International*.

This year's prize giving will take place in the magical city of Istanbul, Turkey. Many yacht owners and the industry's leading professionals have already confirmed their attendance at this unmissable event, which takes place at the Çiragan Palace Kempinski (right).

Combining a glittering awards ceremony with a gala dinner and spectacular entertainment, the Awards will be complemented by an exciting cultural programme, organised with the collaboration of our local partners and sponsors. Confirmed activities include a tour along the Bosphorus on a luxury yacht, visits to local landmarks such as the Blue Mosque, Dolmabahçe Palace and the Grand Bazaar, tours of the RMK Marine and Proteksan Turquoise shipyards, as well as plenty of opportunity for you to explore Istanbul at your leisure.

There is still time to make your applications to attend the World Superyacht Awards 2012. To make your bookings and for further information, please go to www.worldsuperyachtawards.com.



20 JANUARY

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– Cavallino Classic
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14 – 17 MARCH

Caribbean Superyacht
Regatta & Rendezvous
Virgin Gorda, British
Virgin Islands



5 MAY

World Superyacht Awards
Istanbul, Turkey



4 – 9 JUNE

Loro Piana Superyacht
Regatta
Porto Cervo, Sardinia



21 – 24 JUNE

The Rendezvous in Monaco
Principality of Monaco

22 JUNE

ShowBoats Design Awards
Principality of Monaco

Loro Piana Superyacht Regatta

4-9 June 2012
YCCS, Sardinia

► Registrations are now open for the Mediterranean season's opening superyacht regatta, held at the prestigious Yacht Club Costa Smeralda (YCCS) on Sardinia's Emerald Coast.

Now in its fifth year and a well-established fixture on the superyacht calendar, the Loro Piana Superyacht Regatta has been extended to include five days of racing for yachts of over 24m LOA.

A busy social programme of glamorous events will ensure that owners, their guests, captains and crew are every bit as entertained ashore as they are on the water.

Register online at www.loropianasuperyachtregatta.com.

The ShowBoats Design Awards moves to Monaco

22 June 2012 Monaco

► The third annual ShowBoats Design Awards will take place on the second evening of The Rendezvous in Monaco, this coming June. In combining these two prestigious events, we anticipate that more owners than ever before will join us in the Mediterranean this summer to enjoy a four-day programme of events, hosted exclusively for superyacht owners, their families and friends.

The Awards is an exciting addition to a fun-filled schedule, which includes a cruise in company to the beautiful Paloma Beach in Saint-Jean-Cap-Ferrat and the legendary Diamonds & White Party. Guests of The Rendezvous and the industry's leading creative talents will join us in celebrating excellence in yacht design at the glittering awards ceremony and gala dinner, held at the magnificent Monaco Opera House, on 22 June.

Nominations for the 2012 Awards are now open!

Yacht designers, builders, owners and yachting enthusiasts are encouraged to submit their nominations before the closing date of 15 February 2012. All yachts must be over 100ft (30.48m) in length and have been completed and delivered to their owners by 31 December 2011.

Tables and individual tickets to attend the gala evening are now on sale and can be purchased on the ShowBoats Design Awards website.

To make your nominations, purchase your tickets and for further information, please go to www.showboatsdesignawards.com.



YOUNG DESIGNER OF THE YEAR

LOOKING FOR YOUR BIG BREAK INTO SUPERYACHT DESIGN?

The Young Designer of the Year Award recognizes the achievement of an outstanding young designer and the potential impact of their work on current or future superyacht design.

Entries are invited from current students of yacht design and practising yacht designers who qualified in 2010 and thereafter. The Award will be judged by an expert panel of high profile superyacht designers and the winner will be invited to accept the prestigious Neptune Award at the ShowBoats Design Awards gala evening in Monaco on 22 June.

The winning designer will receive a prize of €5,000.

Additionally, the winner and top five competition finalists will benefit from a host of incredible opportunities aimed at advancing their early design careers, including complimentary access to the two-day Superyacht Design Symposium and an all-expenses paid trip to visit Lürssen shipyards in Bremen and Rendsburg.

A further discretionary prize, awarded to the highest ranked student of yacht design, will be a two-week work experience attachment in an established yacht design office.

ENTRIES CLOSE ON 24 MAY, 2012

For more information on the Young Designer of the Year Award, please contact:

Roger Lean-Vercoe
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Tel: +44 (0)1752 881435
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www.showboatsdesignawards.com/young-designer

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Although the current AC45 Cup events feature identical boats, crew activity ashore shows who's got money to spend

The America's Cup has always been about the 'haves' and the 'have nots'. But during the America's Cup World Series, watching the racing in the AC45s, it's not that easy to tell the rich from the poor. That's the great thing about the AC45s: at less than a million euros each they're cheap (by Cup standards), and they're all the same. The wing rigs are all identical; the only things different are the jibs and gennakers. At some point every team has led a race. That's the beauty of one-design competition.

But when you look at how the teams operate ashore, the differences start to show. When the Oracle crew step ashore, their job is done. It's the shore crew that are left to pick up the pieces, put the boat away and make sure it's fully race ready for the next day. At China Team, on the other hand, it's often the same five guys who were racing the boat who will be working on fixing it until late in the night. It's much the same at the two French team bases, with Aleph and Energy Team both operating on a shoestring.

The China Team crew have been operating without pay for much of the time, while Aleph's decision to bring in two guys for San Diego from the Extreme Sailing Series was a big deal. They cost between €800 and €1,000 per day, considerably more than the rest of the low-paid Aleph crew.

Thing is, if you're fretting about spending €1,000 per day on a sailor, you're not really in the market for lavishing €10 million on the construction of a new AC72 catamaran. That's considered to be the bargain basement cost of building one of these monsters, and that doesn't take into account the cost of maintaining one – or worse, repairing it, if and when it breaks.

For some teams, money really is too tight to mention. Some of the

'have nots' have not even purchased their AC45s. They've been using them on long-term loan from America's Cup Race Management. The intention had been for the roadshow to move on from San Diego across the Pacific to Auckland or Brisbane, or both. But the cost of putting on these events does not sit well with most city politicians in the current gloomy economic climate.

So there is quite a hiatus until the next event: Naples in April, followed a month later with Venice. Word is that we could have up to 12 boats by Naples, with Swedish challenger Artemis said to be bringing a second boat onto the circuit, and recently announced Luna Rossa joining the fray.

More telling than the predicted number of AC45s in Naples, however, is who is pressing 'go' on construction of an AC72. The experts say that if you're not starting to build one by early 2012, there probably isn't any point in building one at all, not if you're serious about the 34th America's Cup in summer 2013. Strict rules mean practice time is severely limited in the AC72, a cost-saving measure borrowed from the world of Formula One, where race teams are restricted on track time. America's Cup teams are limited to a maximum 30 days of sailing aboard the AC72 in 2012, starting from 1 July. With sailing opportunities in such short supply, it's easy to see why teams need to start building now.

Of the 'have nots' the rumours are most encouraging for Team Korea, which hopes to take advantage of a multi-million-dollar technology grant from the Korean government. It would be great to see the Koreans join the 'haves', and a few more teams too, but the only definites at this stage are Oracle, Artemis, Emirates Team New Zealand and its new technology and training partners, Luna Rossa.



NEW PROJECTS

FROM AVANT GARDE CONCEPTS SUCH AS ALEX MCDIARMID'S CORAL-HUED CONCH, TO ROBUST EXPLORERS LIKE DASHEW'S 35M AND PROJECTS ALREADY IN BUILD, SUCH AS TIM SAUNDERS' LUXURY SAIL CRUISER, THE WORLD OF SUPERYACHT DESIGN IS AS EXCITING AS EVER. AT THE DAWN OF THE NEW YEAR, WE ASSESS THE MOST INGENUOUS, LUXURIOUS AND PLAIN WACKY DESIGNS LIKELY TO MAKE HEADLINES 2012

Daewoo Shipbuilding & Marine

▼ This Andrea Borzelli-designed 24m aluminium yacht will be the first in a line of nine ranging from 19m to 73m. Described by the designer as contemporary, the yacht's interior scheme contrasts light and dark woods, as well as gloss and matte finishes. A bespoke lighting project is also integral to the design.



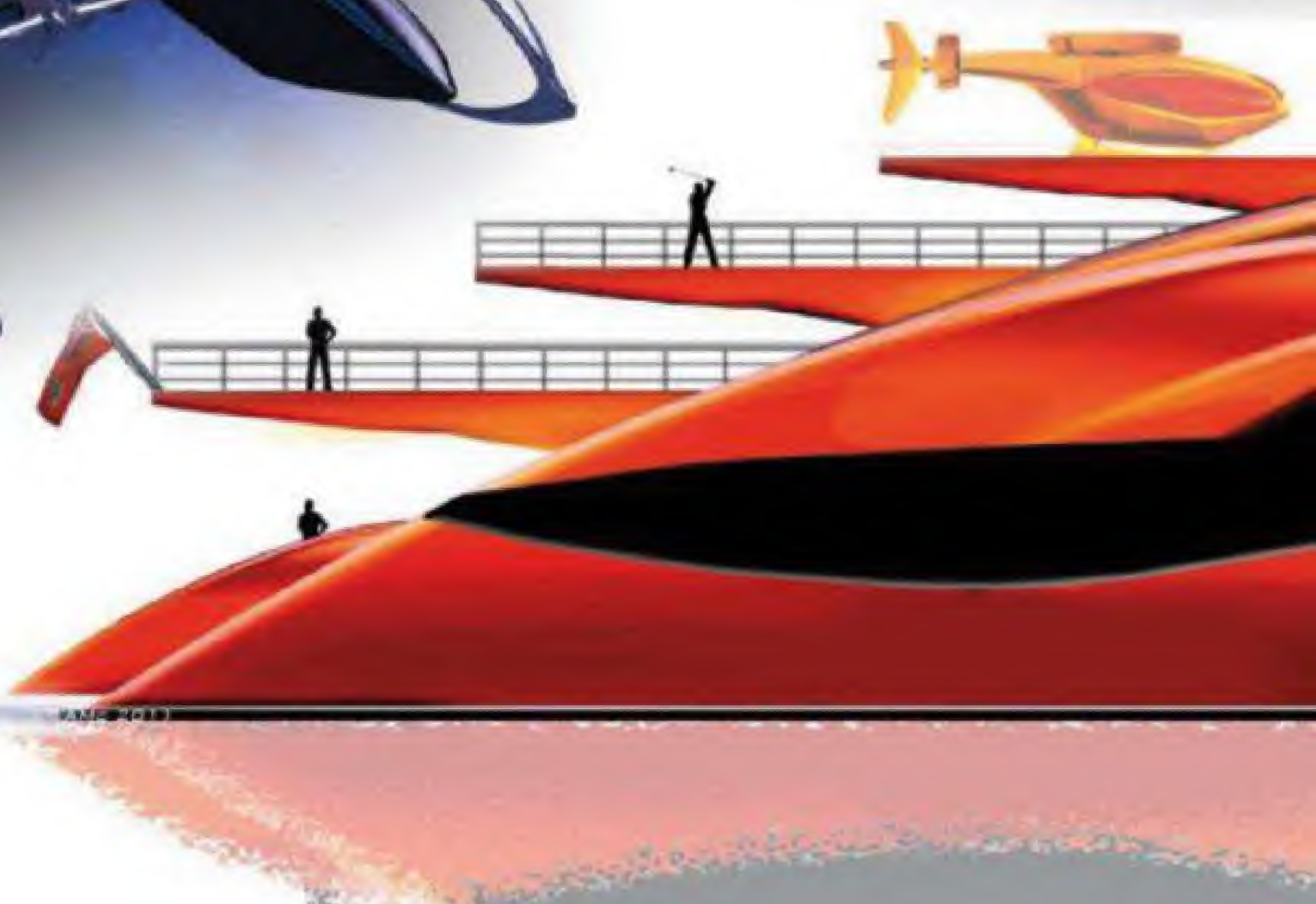
Palumbo Shipyard

▼ The Columbus Global Explorer 75m design was developed with HydroTec naval architects and because all technical specifications are settled, a build could be completed in 30 months. Key features include an infinity pool, helicopter landing deck, cinema and wine cellar, plus extra refrigeration and freezers for passages in the 6,000 to 7,500nm range.



Spire Boat

► The French racing catamaran builder Spire Boat has collaborated with fashion designer Thierry Mugler on this 9.4m retro-futuristic concept, inspired by muscle cars of the 1950s. The chic superhero's ultimate tender?



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Dashew Offshore

▶ This 35m globe-girdling FPB 115 design features a skeg underbody that allows it to dry out in tidal estuaries. This means it can explore areas typically off limits to large yachts – and the structure is designed to twice the Lloyd's Special Service rule. It has a 5,000nm range at a cruising speed of 12 knots.



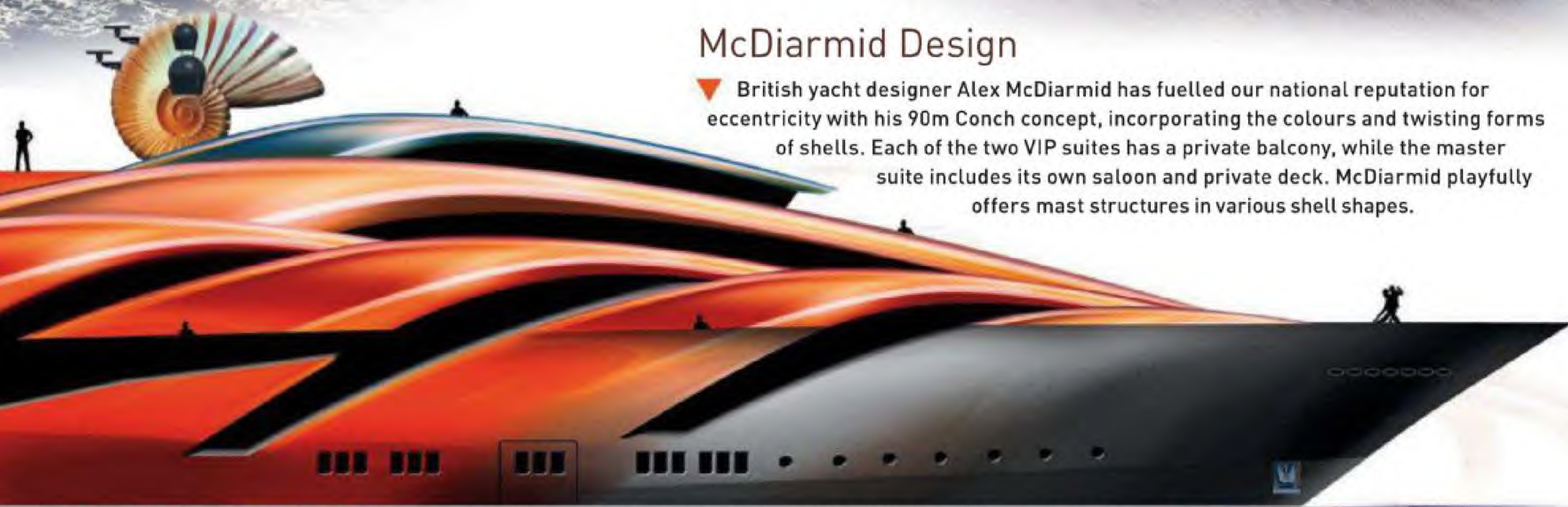
Van Geest Design

◀ Pieter van Geest's appreciation for uncluttered design shows in this 80m concept, which pursues interior/exterior interaction by extending living and lounging areas to exterior decks. A full-beam owner's suite with lateral private balconies spreads over the 320m² upper deck, while guests on the main deck can enjoy a glass pool extending over the transom. The lower deck features a spa and wellness area at water level. All tenders and toys are stored forward of the spa for easy access.



McDiarmid Design

▼ British yacht designer Alex McDiarmid has fuelled our national reputation for eccentricity with his 90m Conch concept, incorporating the colours and twisting forms of shells. Each of the two VIP suites has a private balcony, while the master suite includes its own saloon and private deck. McDiarmid playfully offers mast structures in various shell shapes.



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Barracuda Yacht Design

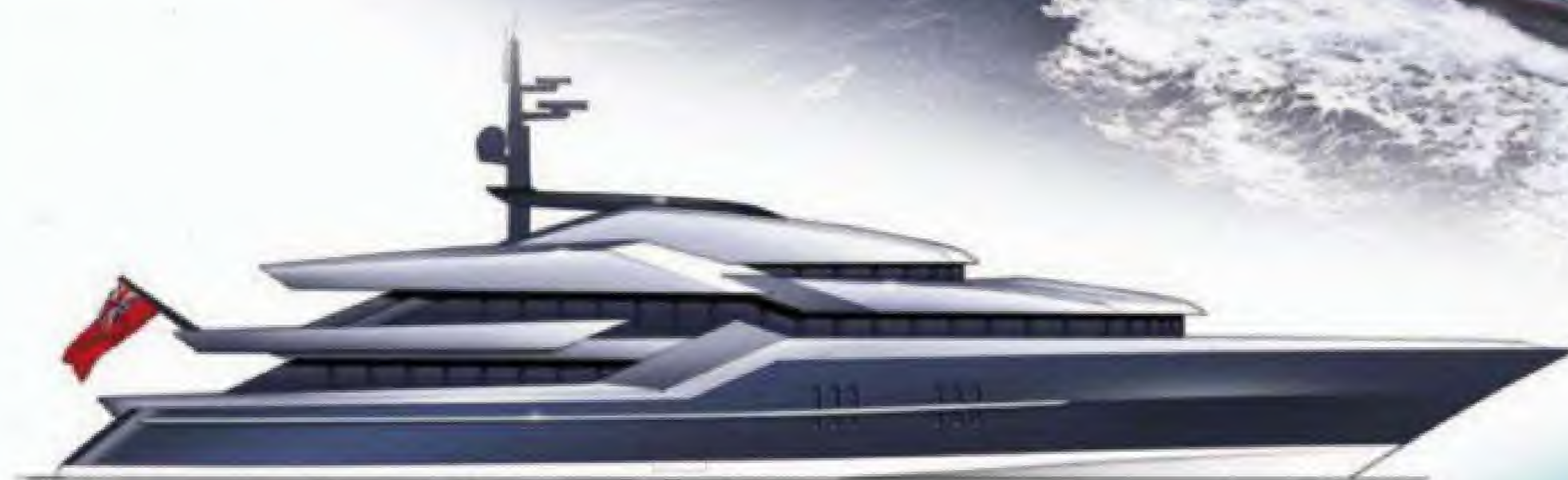
► This 52m sailer will offer 14 knots' speed in a 20 knot breeze, a simplified rigging system and multiple large windows in the hull, plus the silent running and lack of vibration that Barracuda's European client demanded.



Claydon Reeves

▼ Developed with Edmiston for a client, the 110m Radiance concept has a single shear line that draws the eye from stern to bow in a gentle arc, emphasised by a two-tone hull. The 13m-long main deck exterior space features a massive infinity pool (with a bar) that mirrors the form of the radiating stern.

The architecturally inspired interior spaces include a double height atrium on the main deck, four vast guest cabins with private balconies and two palatial VIP cabins on the owner's deck.



Eidsgaard Design

▲ The MRX concept is the most sporty of three superstructure concepts designed for a 60m platform. Its style was inspired by sports cars such as the Lamborghini Murciélago, and Eidsgaard creative director Ben Harrison says it is 'looking towards a younger target audience'. Clever features include a seating area above the sundeck. 'Coming into harbour you're above a lot of people on a similar-sized yacht,' says Harrison.



Ruea Yachts

▲ Ruea Yachts teamed up with Design Unlimited and naval architect BMT Nigel Gee for this 75m concept. It includes extensive covered outside areas and a retractable helicopter landing pad – features that the builder believes are particularly popular with Asian buyers.

Superyacht Design



Aeroyacht

▲ 'I wanted the best looking and fastest superyacht in the world,' says company founder Gregor Tarjan of his Aeroyacht 110 design. The 33.5m catamaran will be built at Sunreef Yachts' yard in Poland and has the potential to sail at more than twice wind speed.



Tim Saunders design

▼ The 36m M365 is the mid-entry model of Saunders' new generation of luxury sail cruisers. It offers sleek looks, large volume, extensive deck spaces, twin helms, a flexible layout, and plenty of sail power. Tank testing is under way and production was expected to begin before the end of 2011.



Nordhavn

◀ Construction is progressing on the first 36m Nordhavn 120. The line's biggest project to date has classic lines, a full-displacement ABS-classed hull and twin MTU 8V 2000 M72s rated at 965hp. 'A smaller carbon footprint and total luxury appointments have proven appeal,' says Nordhavn president Dan Streech.

Ivan Erdevicki

▼ Yacht designs of 100m can be 'predictable, with too many repeated features', says Erdevicki. He breaks the mould with a partially glass-enclosed transom, upper-deck windows that fold down to create balcony-like decks, and an isolated helipad.

Reymond Langton Design

▼ This compact 39m under way at the Hakvoort shipyard features a bold exterior with curved windows, for panoramic views from the owner's suite and skylounge. The Art Deco interior may be lavish, but the naval architecture and engineering by Diana Yacht Design keeps technical maintenance simple.



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36.40 m NDMADE

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Feadship in fast forward

THE DUTCH SHIPBUILDER FEADSHIP IS FAMOUS FOR HIGH QUALITY, RELIABLE YACHTS, BUT ITS DESIGN ARM, DE VOOGT, IS ALSO KEEPING THE YARD'S INNOVATORS AT THE TOP OF THEIR GAME WITH AN ANNUAL PROJECT

Naval architect Frits De Voogt once had a reputation as the most intractable Dutchman in the yachting industry, which is probably an inaccurate characterisation. What impatient youth would call stubbornness, De Voogt considered responsibility, thoroughness, reason and balance. Although he designed yachts for the world's most fashionable people, he was not one to jump on fashion trends. New technology would have to prove itself before it appeared on a Feadship, because it was not policy to use its customers' money for experimentation.

It still isn't. How, then, has Feadship put yachts the likes of *Predator* on the water? The answer lies in the De Voogt design office, now headed by design manager Ronno Schouten. For five years running, that office has been presenting 'Future Concept Feadships'. They are unique projects taken from the concept through engineering stages and presented with a model and documentation.

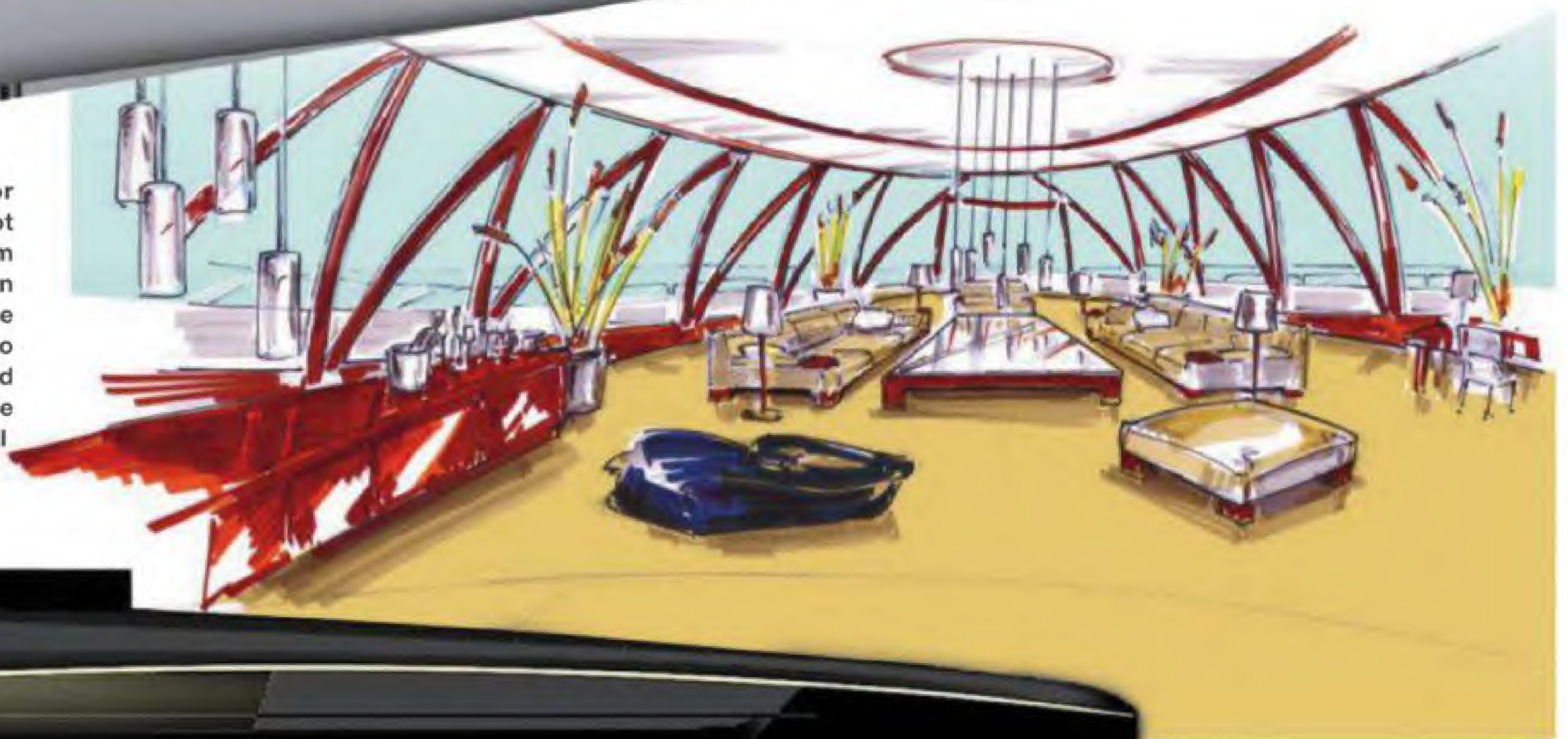
'If we are doing a new concept for an owner, it will be four years before it is finished and presented to the market as a completed yacht. That is too long to get a reaction to a design or an innovation,' Schouten says. 'The main reason we began presenting these concepts was to inspire clients to do different things. Some know exactly what they want, and that's all right. But there is this other group, perhaps new to yachting or they don't want the traditional type of boat and are open to new ideas.'

'We have discovered that it gives us a lot of feedback at the shows and at client meetings, and helps our guys understand them.' By 'our guys' Schouten means the 80-strong workforce at De Voogt, a mix of designers, naval architects and engineers.





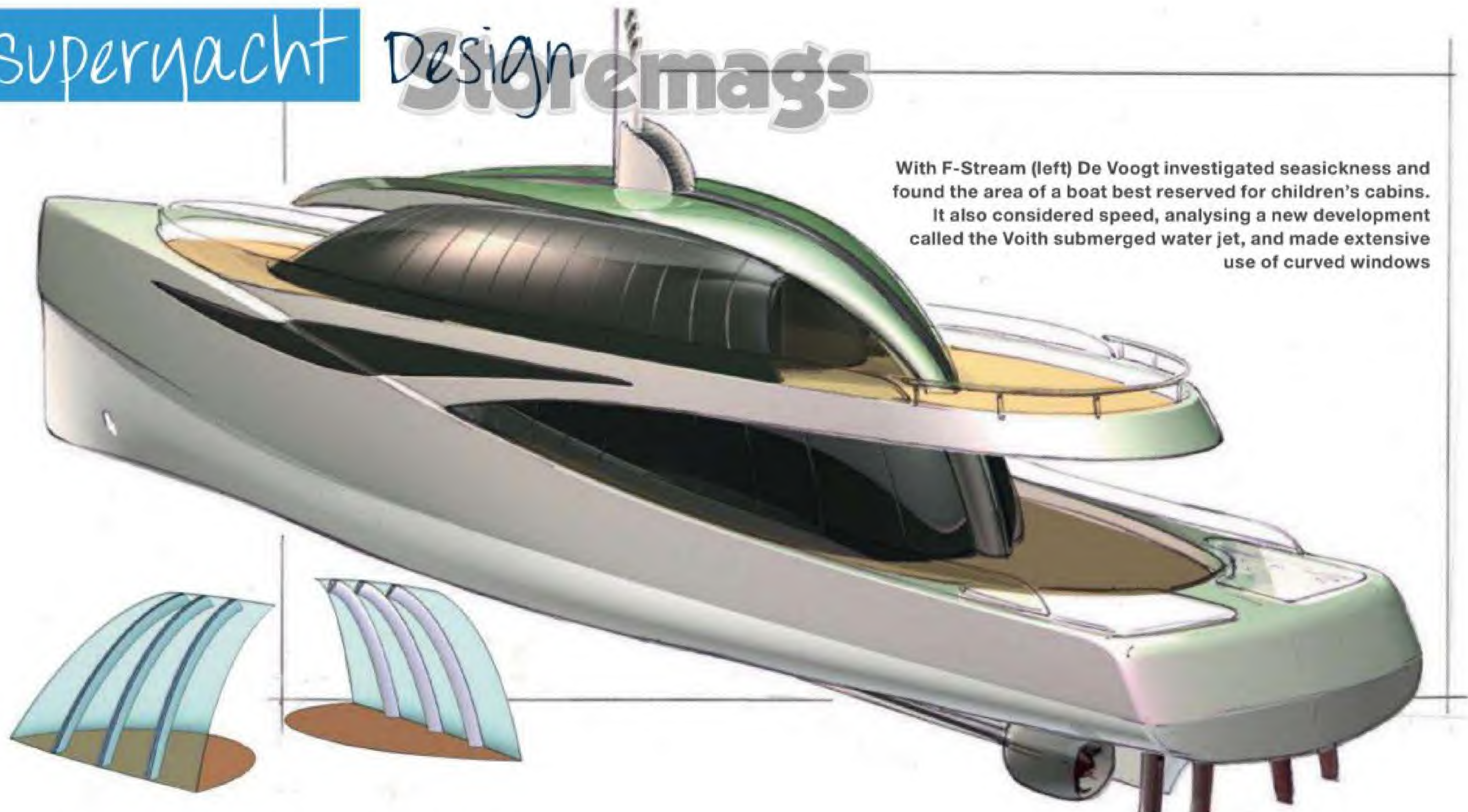
When doing research for the first Future Concept Feadship, X-Stream (above), De Voogt found an 'X-bow' reduced resistance up to 28 per cent. It also studied diesel-electric pod propulsion and made extensive use of unusual glass panelling (right)



The 2011 Qi concept (left) is described as a 'transformer' that can change with a new environment or each new use, from day to night, for family use, parties or business...



Superyacht Design Storemags



With F-Stream (left) De Voigt investigated seasickness and found the area of a boat best reserved for children's cabins. It also considered speed, analysing a new development called the Voith submerged water jet, and made extensive use of curved windows

The first project was X-Stream in 2006, a 73 metre yacht that rocked Feadship's world. The thought behind the name seems obvious, but peeling back the layers of this project shows that the De Voigt office was engaged in studies of the 'enlarged ship' concept axe or 'X-bow', glass panels and diesel-electric pod propulsion. These studies were not simply for intellectual exercise, but part of a larger real-world curiosity about increasing speed by chasing reduced resistance and about limiting motion in a moving vessel.

The team discovered that the enlarged-ship concept hull (longer forward of maximum beam) reduced resistance up to 28 per cent with a length increase of 25 per cent. While this limited accommodation (think of a 60 metre Feadship in a 73 metre hull), vertical motion was reduced 20 to 25 per cent. So where did this exercise take them? Many of the findings were applied to *Predator*.

The following year, De Voigt presented F-Stream. It was a 55 metre concept that kept some of the details of the hull developed with X-Stream, but applied them to higher speed requirements and the fact that motion sensitivity correlates to age and gender. There is a higher likelihood of seasickness in women, but in both genders, there is a much higher susceptibility to *mal de mer* in people under the age of 20. The team analysed comfort as a factor of vessel size and comfort as a factor of location within the vessel. Greater length improves comfort gradually until about 60 metres; it also found that regardless of length, there was an area of a boat best reserved for children's cabins.

Continuing with the youth concept, it turned to issues of speed, analysing a new development called the Voith submerged water jet, a system comprising a special propeller surrounded by a collar to concentrate its

thrust, which was originally designed for ships operating between 20 and 40 knots.

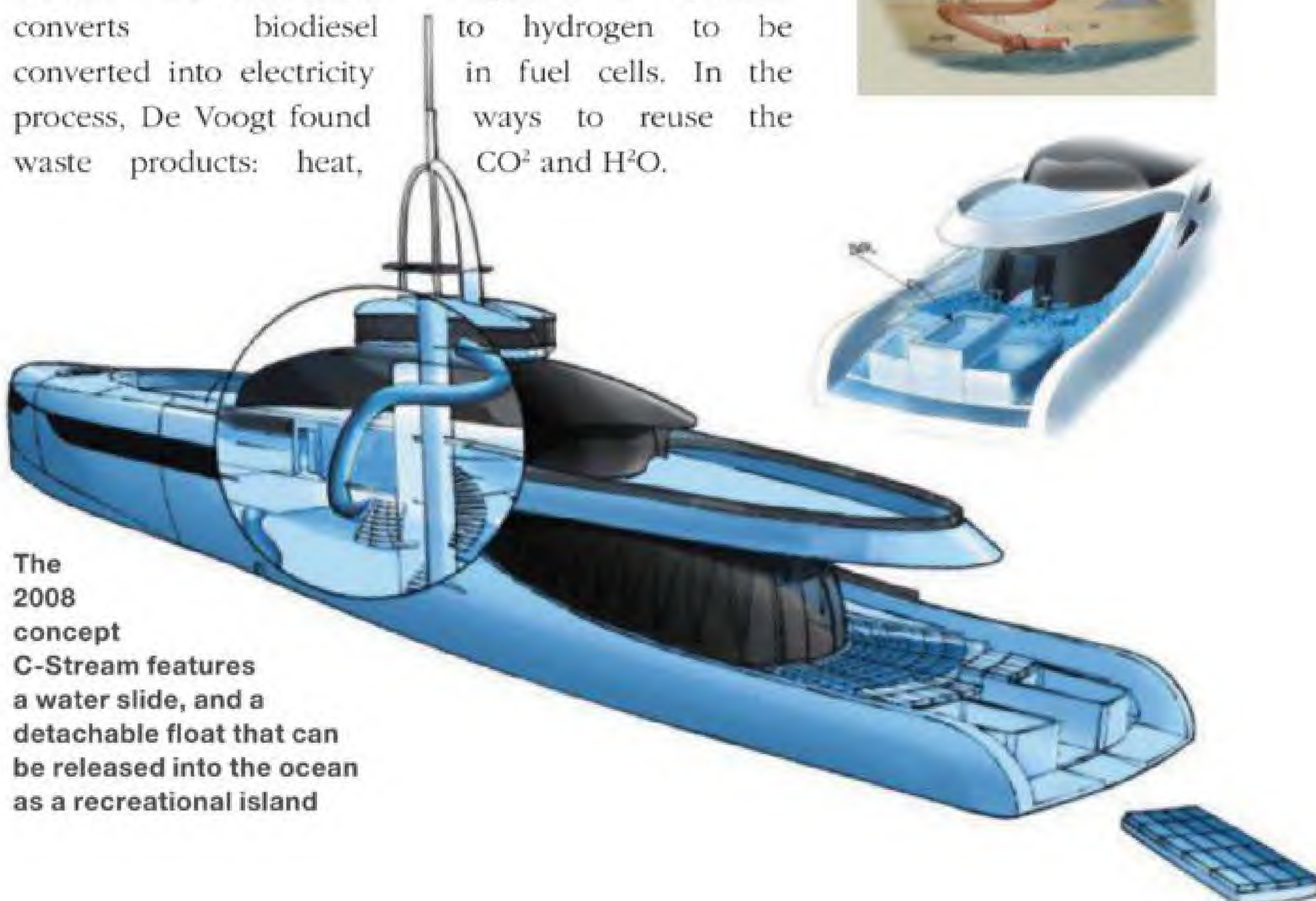
Aeon followed – its job to push the concepts of environmentally friendly equipment. 'Finding clean and renewable energy sources ranks as one of the most challenging problems facing man,' says Schouten. 'The problem to solve is how to both minimise emissions and develop new energy sources.'

With F-Stream, it investigated solar cells and found the best systems about 60 per cent efficient. With Aeon, it looked at multiple sources that could provide sufficient sustainable power for transatlantic range. The office came up with a package wrapped in a 75 metre yacht.

Its advanced system utilises green power sources such as biofuel and solar energy. The propulsion is entirely electric – no combustion engines. A reformer converts biodiesel into electricity process, De Voigt found waste products: heat, in fuel cells. In the ways to reuse the CO₂ and H₂O.



The 2008 concept C-Stream features a water slide, and a detachable float that can be released into the ocean as a recreational island



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The De Voogt team also tackled storage issues; tanks to store hydrogen are heavy and compressing the gas requires energy. Hydrogen turned into batteries is even more inefficient by weight. The solution emerging was battery power for normal day cruising and synthetic diesel generating heat for a steam drive system.

So where did this exercise take it? Interestingly, it was the reduction of hotel loads and reusing waste heat to operate within a limited power budget that had a lasting

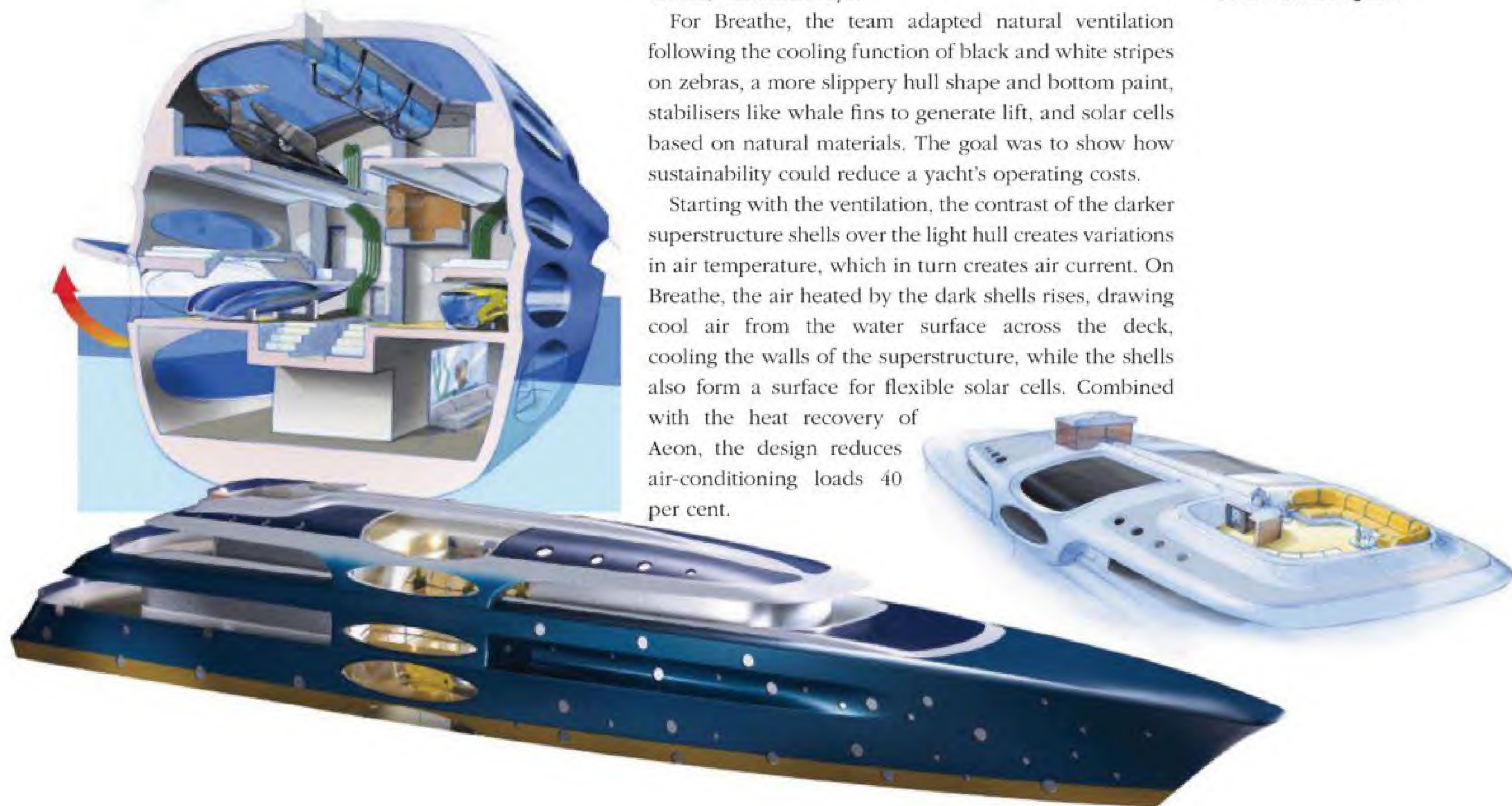
impact. De Voogt even learned how to reuse the exchanged air from an air-conditioning system to pre-treat fresh air, install frictionless pumps in the chillers and use a cold slurry tank to reduce peak loads. The total energy saving is 40 per cent.

In 2010, De Voogt dialled it up a notch with Breathe, a design that uses biomimicry to reduce energy consumption. 'Nature's inventions are on many occasions far more efficient than anything humans can devise,' Schouten says.

For Breathe, the team adapted natural ventilation following the cooling function of black and white stripes on zebras, a more slippery hull shape and bottom paint, stabilisers like whale fins to generate lift, and solar cells based on natural materials. The goal was to show how sustainability could reduce a yacht's operating costs.

Starting with the ventilation, the contrast of the darker superstructure shells over the light hull creates variations in air temperature, which in turn creates air current. On Breathe, the air heated by the dark shells rises, drawing cool air from the water surface across the deck, cooling the walls of the superstructure, while the shells also form a surface for flexible solar cells. Combined with the heat recovery of Aeon, the design reduces air-conditioning loads 40 per cent.

Employing biomimicry on the Breathe concept (above) De Voogt developed natural ventilation following the cooling function of black and white stripes on zebras. Aeon (below) uses green power sources such as biofuel and solar energy. The propulsion is entirely electric – no combustion engines





By making long, narrow stabiliser fins with bumps on the leading edge, the fins function over a larger angle without stalling and give more lift at low speeds. By putting the fins aft, they assist a pod drive unit in steering the ship. At anchor, they do not rotate but flap up and down. At high speed they present much less drag and can be folded out of the way entirely. A new wedge hull shape combines the long bow with a wave-dampening after body. The combination results in a reduction of trough and transom waves – and 20 per cent less resistance at 14 knots. What will they think up next?

The 2011 project, Qi, was designed to provide the ultimate holiday. 'What do you do in your free time? You might not even be thinking about a yacht, but what if the yacht allowed you to do exactly what you want to relax?' says Schouten.

Qi is named after the eastern concept of a circulating life-force or energy flow that permeates all of creation. The aim of the design is therefore to blend a sense of power with a feeling of peace. The interior is centred around the glass 'energy tower' that rises through all the decks, and is topped by the sundeck spa pool with a central camp fire. Amidships the hull doors open up to reveal a gigantic spa, while the port-side gym offers panoramic views.

'The target length is 50 to 55 meters and is something of a transformer. It changes with uses, with environments and even from day to night. It adjusts to family use, to

parties, to business, everything you can do on a boat – and everything we have learned so far.'

The forward deck is particularly flexible. When in use as a viewing deck two balconies can be turned out to offer panoramas over the bow. Alternatively it can be opened up with fins to double its size and create ample space for a party. It can also serve as a gigantic cinema with a 180-degree projector screen. In colder climates the deck can be enclosed by sliding glass windows.

In terms of technology, Qi brings forward the propulsion system developed for Breathe, a single propeller in line with an azimuth stern thruster. The design's flexibility is again apparent in the three propulsion modes that are possible: diesel-electric mode, where the generators provide clean, quiet operation up to 12 knots; range mode, where only the medium-speed diesel engine is operating; and full-speed mode, where both the main engine and the generators are combined for maximum power.

It is interesting that Frits de Voogt's famous 'stubbornness' has ultimately yielded such bounteous flexibility; proof that Feadship's designers value not only responsibility, thoroughness and reason, but also imagination and originality. A fine balance indeed.

The 2011 concept, Qi, is designed as a flexible yacht that will offer the ultimate holiday experience. Centred around a glass 'energy tower', it features an extensive spa and a port-side gym with panoramic views



Yachts for the new frontier [4]




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PAGE 60 FOURTEEN NEW DELIVERIES FOR 2012 –
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1 Eclipse




At 162.5 metres, *Eclipse* remains the largest private yacht in the world by an excruciating (for *Dubai*) 50 centimetres. The superyacht left the Blohm & Voss yard in Hamburg in December 2010 after five years of design and construction, and is now a highly exclusive charter with SuperYachtsMonaco. Terence Disdale

was responsible for her dramatic exterior style and chic interior design, including layout. She boasts a 56 metre-long owner's deck and facilities for 92 crew and staff. Her deck areas include a 16 metre swimming pool with base that can be raised to create a dance floor. She can accommodate three helicopters.

PHOTOGRAPHY FOR TOP 100 LARGEST YACHTS FOLD-OUT: RAPHAEL MONTIGNEAUX 1, 4, 9, 10, 12, 13, 17, 18, 19, 20, 21, 23, 24, 26, 28, 32, 33, 36, 37, 43, 44, 48, 50, 55, 56, 60, 63, 64, 68, 69, 71, 72, 76, 77, 79, 81, 85, 86, 89, 95, 97, 99 MARC PARIS 8 THEYACHTPHOTO.COM 41, 44, 52, 53, 62, 72, 78, 92, 93, 94 BUGSY GEDLEK 2, 30, 39, 40, 70, 82, 88, 91 JEFF BROWN/SUPERYACHT MEDIA 37 ANDY BRENNAN 97

Total length of yachts in Top 100: 9.3km

8 Serene



Espen Øino's svelte and graceful lines make it difficult to gauge the size of this Fincantieri-built superyacht from a distance. But at 134 metres and accommodating 24 in style, she is the largest yacht ever launched in Italy. Facilities include a 15 metre swimming pool in the aft beach club, five guest tenders and a custom submarine. Her Raymond Langton interior is centred around a spiral staircase that ascends through six decks, and the yacht's wealth of unusual features include a library with a wood burning fire, and 'snow room' in the spa.

41 = Fountainhead



A sister ship to *Musashi*, the 88 metre *Fountainhead* is the third Feadship XL, launched in May 2011 and delivered in August. She was designed by De Voogt Naval Architects, features an interior by Sinot Yacht Design and is powered by four 2,721kW MTU diesel engines. *Fountainhead* and *Musashi* are the largest yachts launched by Feadship to date, although a 99 metre XL 1004 and a 101.5 metre motor yacht are currently under contract at Feadship's Royal Van Lent yard.



VIEW POINT: Pascale Reymond

I have often wondered when a large private vessel stops being a superyacht and becomes another

species in the world of yachting. How much does a yacht need to grow before she stops being a superyacht?

I have come to the conclusion, particularly with my experience of building the 134 metre motor yacht *Serene*, that the definition of superyacht has nothing to do with her size and is more about her design, and preferably her good design!

Serene has been forced to follow certain marine regulations due mostly to her scale... however, she understands and carries within her the essence of smaller vessels, which gives her a soul.

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Average length of yachts in Top 100: 92.97m



Yachts owned by Oracle founder Larry Ellison bear a Japan-inspired name and Miyamoto Musashi was one of the greatest samurais. Delivered in July, the 88 metre *Musashi* and her sister ship *Fountainhead* are the largest yachts completed by Feadship to date. Her guest accommodation comprises a master suite on the upper deck and a second owner's suite aft on the bridge deck. The seven guest suites are on the main deck. Facilities include a spa, gymnasium and massage area extending outdoors and a cinema on the main deck aft. She can accommodate 18 guests, and 23 crew.

TOP sailing yachts

	NAME	LOA m
1	Sea Cloud	96.35
2	Maltese Falcon	88
3	EOS	82.6
4	Athena	79.25
5	Mirabella V	75.2
6	Phoebe	75.12
7	Vertigo	67.2
8	Aglaia	66
9	Pilar Rossi	64.34
10	Felicità West	64
11	Hetairos	59.9
12	Kokomo	58.4
13	Taouey	58.1
14	Ethereal	58.03
15	Creole	57.8
16	Twizzle	57.49
17	Atlantic	56.43
18	Athos	56.08
19	Adix	56
20	Fidelis	56
	Melek	56
	Panthassa	56
	Asahi	56
	Silvana	56
	Salute	56
	Selene	56
	Roseheart	56
	Zenji	56
	Burrasca	56

53 Valerie

Under the supervision of Moran Yacht & Ship, Lürssen launched *Valerie*, formerly known as Project Firebird, at the end of March 2011 from its facility in Rendsburg, Germany. Built in steel and aluminium, the 84 metre's exterior was designed by Espen Øino and her interior is by London-based Raymond Langton Design.





Fig. I. Constantly looking for new prey, it devours waves on and on, through its sturdy and powerful snout.



Fig. II. Due to its tonnage, it is provided with a really well developed brain and a keen and long-range eyesight.



Fig. III. Its distinctive and stable gait comes from its compact and solid build like steel.



Fig. IV. A protruding tail makes it able to move with agility in every environment without any energy waste.



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Fastest yacht in Top 100: *Ecstasea* (35 knots)

59 Air

Although 81 metre *Air* is slightly smaller than the vessel she replaces – 90.1 metre *Air*, now *Ice*, launched by Lürssen in 2005 – she retains the look and was built by Feadship. She accommodates 12 guests in a master suite and a VIP suite on the main deck, two cabins on the upper deck and three on the lower deck. She has an eight-metre contraflow pool, a well-equipped sundeck gymnasium, massage and steam rooms and a pop-up cinema screen on deck. The owner-mandated fully certified helideck is a Feadship first, as is the hull's matte black paint. *Air* is the largest Feadship available for charter.



TOP 25 private yachts

NAME	LOA m	NAME	LOA m	NAME	LOA m	NAME	LOA m	NAME	LOA m
1 Eclipse	162.5	6 A	119	11 Dilbar	110	16 Limitless	96.25	21 Nahlin	90.22
2 Rising Sun	138	7 Atlantis II	115.76	12 Radiant	110	17 Palladium	96	22 Ice	90.1
3 Serene	133.9	8 Luna	115	13 Lady Moura	104.85	18 Indian Empress	95	23 Phoenix2	90.01
4 Octopus	126.18	9 Pelorus	114.5	14 Attesa IV	100	19 Mayan Queen IV	93.25	24 Lauren L	90
5 Alexander	121.95	10 Le Grand Bleu	112.8	15 Carinthia VII	97.2	20 Tatoosh	92.42	25 Asean Lady	88.15

72 = Amaryllis

Delivered in November 2011, the 78 metre *Amaryllis* was built by Abeking & Rasmussen and is the sister ship of *Eminence* (2008), *C2* (2009) and *Titan* (2010). Each has distinctive nuances in the exterior styling and *Amaryllis* is no different, with modifications to the mast and sundeck. Like her sisters, her interior is styled by Raymond Langton and she can accommodate 12 guests in six suites, and 22 crew.



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VIEW POINT: Tim Heywood

The move to larger yachts is a reflection of the need to provide hospitality and privacy to a larger number of guests,

coupled with the demand for more facilities. It means more work for the designers and craftsmen of the industry.

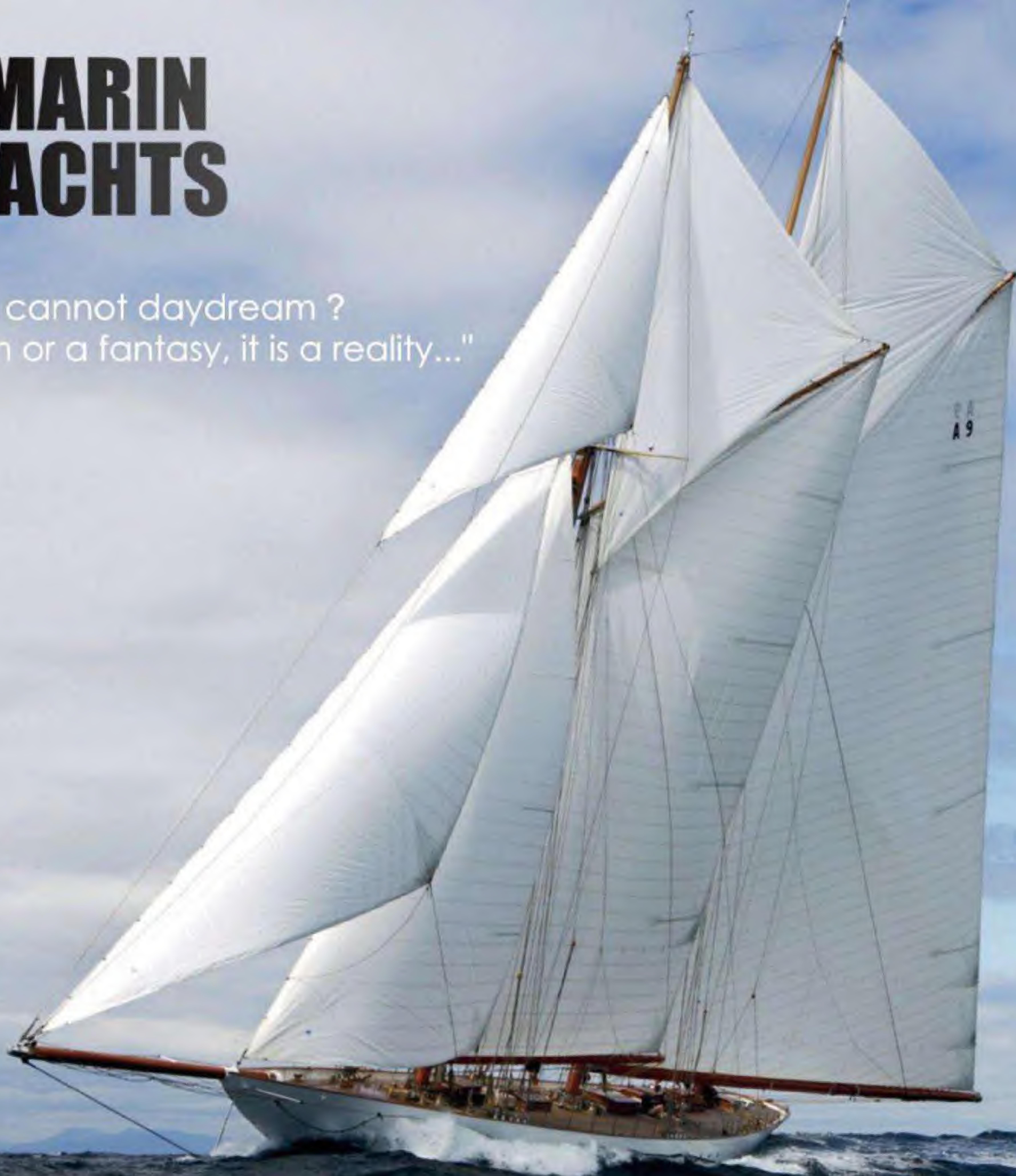
All sectors of the market will grow, there are clients who will have leaner, more efficient and more discreet yachts, that they can drive themselves, and there are even more clients who wish to expand their own style of yachting and take friends and family along for the ride.

A true yacht is a celebration of design, craftsmanship, quality and harmony with its environment, the seas.



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Delivered 2011

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Delivered 2011

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To be delivered 2012

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Oldest yacht in Top 100: *El Horriya* (1865)

78 = Tango

Launched in April 2011, the 77.7 metre *Tango* is the first Feadship to sport a white hull with a metallic grey and blue superstructure, and was designed by Eidsgaard Design with naval architecture by De Voogt. There are six guest cabins on the main deck and a dedicated owner's deck above. As well as a spa pool, *Tango* features a contraflow pool and a beauty salon on the bridge deck. On the technical side, she has four 2,320kW MTU engines that can propel her to a top speed of 22 knots.

VIEW POINT: Nicholas Edmiston



Twenty years ago 50 metres was considered a big yacht, but now 100 or more is not unusual. Yachts have got a hell of a lot bigger. This is partly down to things such as improved technology and improved propulsion making larger yachts possible.

It is very hard to predict how sizes will change – 20 years ago you might have said 100 metres would be the largest. But people may also decide that the practicalities of owning and running a very large yacht mean such yachts are not sensible.

It depends on what you want – there is a different relationship with the sea on yachts under 40 metres than on yachts of 140 metres, and yachting itself rather than yacht owning might prove more important than simply owning the largest. But if you want to go all over the world and explore remote places, you need a larger yacht.

As for who will take over *Eclipse's* spot at the top – who knows? Anything is possible – it's just a question of money...

92 = Pegaso



The 73.61m *Pegaso* was built by Spain's Friere Shipyard, with naval architecture by BMT Nigel Gee and Associates and exteriors by H2 Yacht Design. She is believed to be owned by a Mexican family. A robust expedition-style yacht, she has a submarine capable of reaching depths of 165 metres, a dedicated area for scientific equipment and a laboratory. Her two Caterpillar 3516C engines give a cruising speed of 15.5 knots and allow a range of 10,000 nautical miles. She can accommodate 12 guests and 27 crew.



WEB: for the full list, www.boatinternational.com/top100

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Smallest yacht in 1990's Top 100: *Paraiso* (44.83m)

93 = Mogambo

Nobiskrug's Hull 782 was launched at its Rendsburg, Germany yard in October 2011. Based on the same platform as *Siren* and *Sapphire*, *Mogambo* has a length of 73.55 metres but her smoother lines were designed by Reymond Langton Design. The London-based office is also responsible for the interior. Her general profile and original paint scheme make *Mogambo* one of the sleeker yachts launched last year. She can accommodate 12 guests, looked after by 17 crew. Her sister ship, *Graffiti* (hull 783), left Nobiskrug's shed in November and is due for delivery in 2012.



VIEW POINT: Jonathan Beckett

The growth in the superyacht industry has been unprecedented – until September 2008, that is. This increase was brought on by the growth of wealth in North America and Europe and new markets such as Russia. Cheap credit/finance appears to have played a part in fuelling demand. Similarly a younger clientele who were potentially first time yacht owners, seemed confident

to take ownership or construction of a larger yacht in their stride and make bolder statements of their wealth.

I believe that the main growth area in future will be in the 30 to 90 metre area. The 'giga yacht' new build market is finite and will, eventually, reach saturation point. From then it will be an 'existing yacht' market, with the occasional new build.

93 Sapphire



Sapphire was built for the owner who commissioned the 67 metre *Triple Seven* and 73.15 metre *Siren*, and was sold to a Greek owner just before delivery. She was designed by Newcruise Yacht Projects + Design and built by Nobiskrug and is an evolution of *Siren*, with similar features but a reworked interior. Newcruise looked after interior design, executed by Metrica.

TOP 10 multihulls

	NAME	LOA m	SHIPYARD	COMMENT
1	Asean Lady	88.15	Yantai Raffles	Proa
2	Pilar Rossi	64.34	Alukraft	Trimaran
3	White Rabbit	61.4	NWBY	Trimaran
4	Moecca	45	Oceanfast	Catamaran
5	Hemisphere	44.2	Pendennis	Catamaran
6	Douce France	42.2	Alu Marine	Catamaran
7	Silver Cloud	41	Abeking & Rasmussen	Catamaran
8	Seafaris	41	Forgacs	Catamaran
9	Sarha	40	ASD Marine	Catamaran
10	Leda	37.4	Lloyds	Catamaran

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Expected deliveries for 2012

10 Smeralda

The third and most advanced vessel in its Silver Series, 77 metre *Smeralda* is nearing completion at Hanseatic Marine in Australia, with delivery scheduled for spring 2012. Her top speed is 30 knots.



5 Y708

Oceanco's 85.6 metre *Y708* is in its finishing stages. The builder collaborated with Zwijnenburg and Aluship Technology for the hull and superstructure. Her smooth lines are by Igor Lobanov.



7 Vava II

Vava II, the largest private motor yacht built in the UK, was christened at Devonport Yachts in September 2011. Previously known as Project 55, the 96 metre yacht is undergoing sea trials readying for delivery in February 2012. She was styled by Redman Whiteley Dixon with interiors by Rémi Tessier and features a fold-down beach club.



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1 YAS

Launched in November 2011 from Abu Dhabi Mar, the 141 metre *Yas*, previously *Swift 141*, is awaiting delivery in Abu Dhabi. She is the first yacht from ADM Shipyards and is based on the hull of a former Dutch-built navy frigate. The new superstructure is the largest ever built in composite. The designer is Jacques Pierrejean.



Average length of 2012 Top 100 deliveries: 85.1m

13 New Horizon

New Horizon was launched by Trinity Yachts in November 2011 and is awaiting delivery in spring 2012. The 73.8 metre four-deck motor yacht was built to ABS class in steel and aluminium. She was the largest yacht launched in the US last year and accommodates 12 guests in six suites.



14 Graffiti

Previously known as hull number 783, the 73.55 metre *Graffiti* is a sister ship of *Mogambo* and was launched in November by Nobiskrug.

Both have exterior and interior design by Reymond Langton but *Graffiti* can be distinguished by her entirely white hull.

Few specifications are known, but her layout is believed to accommodate 12 guests in a master and five double cabins. She is due for delivery in early 2012.



7 129

The 80 metre 129 is under construction at CRN and will be the biggest yacht built at the Ancona yard. She has a steel hull with an aluminium superstructure and sleeps 12 guests in six suites.

CRN looked after naval architecture, while Studio Zuccon International Project designed the exterior. The owner will be able to access his private deck from the helipad, and the six guest suites have private balconies.



3 Y707

The 87 metre explorer-style *Y707* has been under construction at Oceanco since July 2008 and is undergoing final completion work. Interior design is by Australian Sam Sorgiovanni and she features a helipad on the top deck.



TOP new in 2012

RANK	NAME	LOA m	SHIPYARD	COMMENT
1	Yas	141	ADM	Ex project Swift 141, will be delivered in 2012
2	Vava II	96	Devonport	Started sea trials
3	Y707	87	Oceanco	Hits the water very soon; delivery sometime in 2012
4	Rocky	87	Lürssen	Apparently to be called Ace; scheduled launch in January
5	Y708	85.6	Oceanco	Will be on the water in November 2012; to be delivered in 2013
6	Nicky	85	Lürssen	Launch scheduled for January
7	129	80	CRN	Future flagship of CRN; scheduled for launch in July 2012
8	6493	78.43	Abeking & Rasmussen	Fifth hull of this series to be launched
9	806	78	Feadship - Van Lent	No details yet
10	Smeralda	77.7	Hanseatic Marine	Third Hanseatic Marine to be launched
11	422	75	ADM Kiel	First superyacht by HDW since being renamed ADM Kiel
12	CSM74	74	San Marco	Few details known about this explorer yacht designed by Tim Heywood
13	New Horizon	73.8	Trinity Yachts	This will be the flagship of the US yard
14	Graffiti	73.55	Nobiskrug	Sister of <i>Mogambo</i> , nearly ready to be delivered



DICK HOLTHUIS

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76



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63



68



70



73



76

Convertible



54 Open



59 Open



59 Softtop



59



68



72

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1300



1400



1400 IPS



1500



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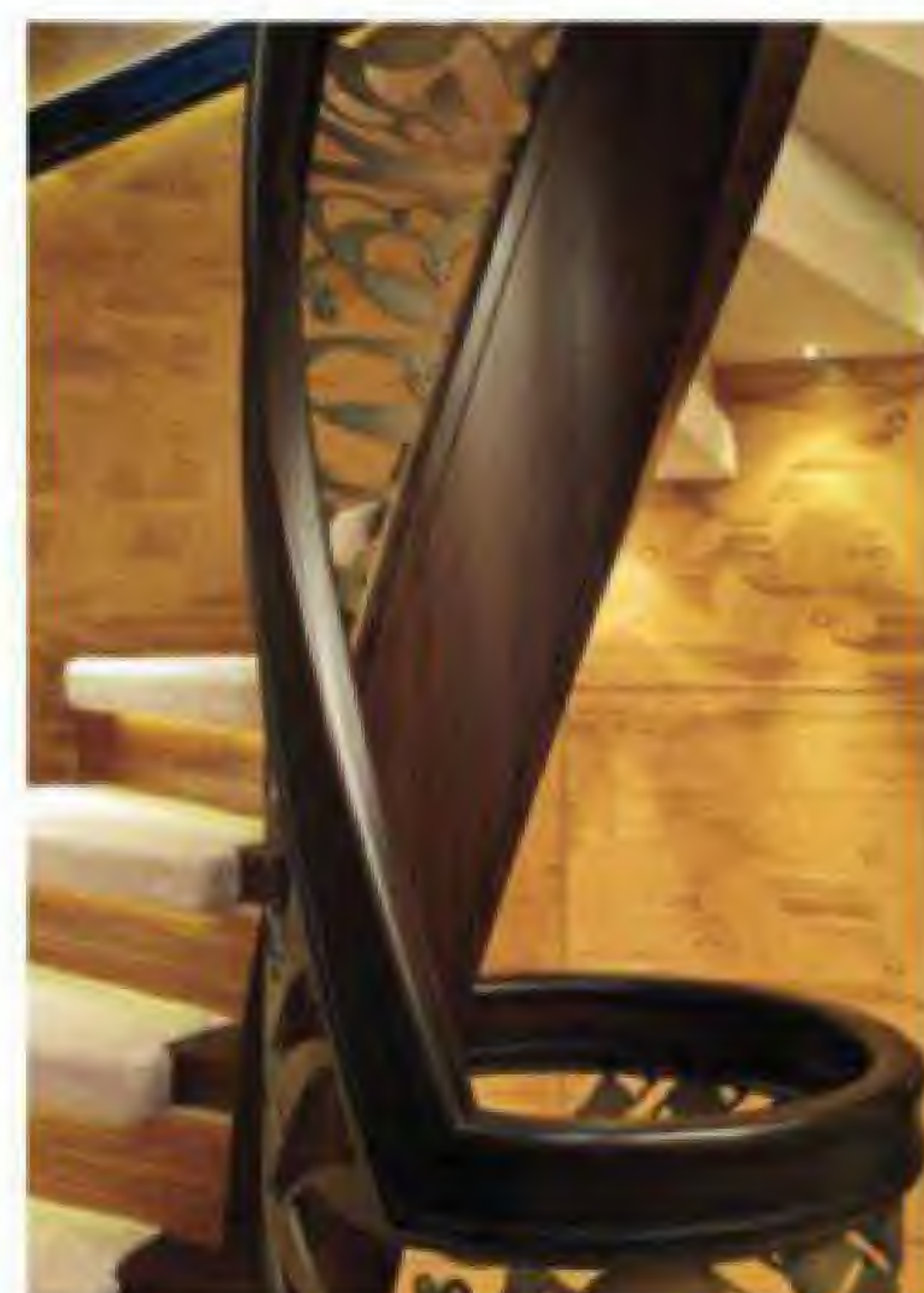


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Kaiser



words: Jochen Halbe photography: David Churchill

BANNENBERG AND ROWELL LAYERED DIFFERENT STYLES TO CREATE A STRIKINGLY 'GERMANIC' INTERIOR FOR THE ABEKING & RASMUSSEN-BUILT *KAISER*. THE RESULT IS IMPOSING, MODERN AND WORTHY OF THE YACHT'S NAME



The customer wanted a 'typical German interior'. But what exactly did he mean by that? This was the question facing Dickie Bannenberg and Simon Rowell at their first meeting with the Eastern European owner and his representative.

The customer, an admirer of traditional German virtues who relied on the quality of German engineering in his own business, had decided to commission Abeking & Rasmussen to build him his dream yacht. This was to be modelled on the Abeking & Rasmussen yacht *Elandess*, because he admired the boat's exterior styling by Donald Starkey and the quality and sophistication of her technology – such as the tender slip system that allows the tender to be launched or recovered while the yacht is under way. It was now the task of Dickie Bannenberg and Simon Rowell, who designed the interior of *Elandess*, to equip her sister ship with a strikingly 'Germanic' interior.

The renowned London design office had little more than this vague description to go on, however. 'It took us quite a while to find out exactly what he had in mind,' recalls Bannenberg. So they leafed through books on architecture, studied interior magazines, drew up studies

and took brief creative trips to various regions to study examples of German design, from Mercedes to Bauhaus.

'Only then did it become clear to us that he was looking for an imposing, relatively conservative interior which exuded a solid, natural quality,' says Bannenberg.

Bannenberg & Rowell Design endeavours to give every new project an identity of its own at the earliest stage. It has found from experience this works particularly well when the owner already has a name in mind for his new yacht. But a name had yet to be found for this project.

From the very beginning, however, the owner was certain that it should be a German name, and when the word 'Kaiser' was mentioned in one of the preliminary meetings it struck a chord with him. He regarded it as epitomising prestige and excellence. The Abeking & Rasmussen team were astonished, and took a while to get used to the idea. Bannenberg and Rowell on the other hand, saw it as a gift from heaven – it gave their studio tremendous scope for experimenting. They considered ideas for a typography very early on, and of these the strongly individual handwritten 'Kaiser' and the big 'K' in the marble floor of the entrance lobby were taken forward.



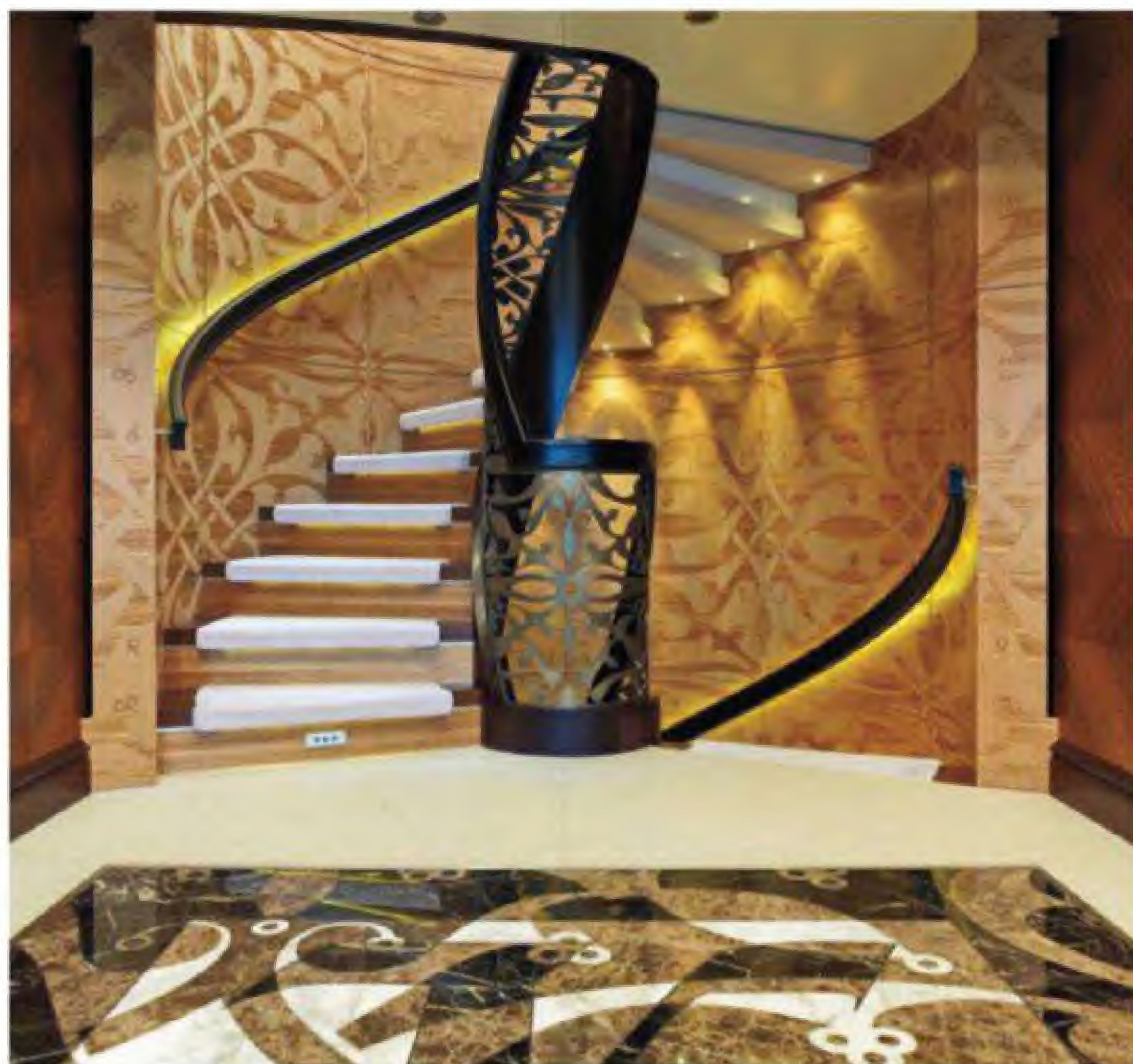
‘This was the first time that we have had photographs of battleship gun turrets, military caps and medal ribbons hanging on our studio walls.’

Panels of strongly grained beli timber form the backdrop to the skylounge (top and top left), which is dominated by a U-shaped sofa in one of the owner's favourite colours





The balustrade around the central stairway consists of a single long sheet of bronze with a striking design cut cleanly into it. The sheet was heated and curved into shape



The starboard entrance hall features a three-colour marble floor, from which a sinuous bronze balustrade forms the core of the staircase panelled in beli and oak marquetry

The name also conjured up associations with the Kaiser class WWI battleships, which soon led the team towards other leitmotifs and sources of inspiration.

'As I said in my short speech at the *Kaiser* launch party, this was the first time we have had photographs of battleship gun turrets, military caps and medal ribbons hanging on our studio walls,' explains Bannenberg, recalling the atmosphere that inspired the multi-coloured line below the name *Kaiser* on the superstructure. Similar colour blocks found their way onto the outside deck cushions.

The way the process of designing the interior continued thereafter is interesting. In Bannenberg's words the office 'does not hide behind vague and imprecise statements in a design language'. Instead the first design concept for an interior is usually a declaration of intent that has been worked out in great detail.

Hedging their bets, Bannenberg and Rowell first presented the owner with a design for the guest cabins on the lower deck. It precisely corresponded to the concept demanded: strong architecture; dramatic wood combinations with dark ovango, oak and rosewood plus light beli and zebrano; a colour palette in line with the Germanic leitmotif; and the judicious use of niello (a mixture of sulphides used as a decorative inlay) on doors and furniture. This was just what the owner had meant by German decoration and ornamentation.

'The owner confirmed we were on exactly the right [Teutonic track], broadly speaking,' continues Bannenberg, 'and he gave us more detailed feedback on the things that were important to him, such as softer curves on the corners and edges of beds and nightstands.'

This was an unmistakable sign that the owner had experience of motor yachts. But he also made it clear





that he regarded armchairs and sofas at the end of the beds as superfluous – a foretaste of what turned out to be his predilection for wide open, uncluttered spaces.

According to Hilmar Westermeyer of Rodiek Interiors, the biggest challenge for his installers was to realise the very detailed specifications from Bannenberg & Rowell Design. For example, the decorative metal strips with niello filling in the cabinet doors, the design of which differed according to the cabinet's purpose. The

freestanding washstands on curved feet in the bathrooms were also decorated with niello. These were supplied by an artist from Paris as semi-completed products, which Rodiek finished. The balustrade around the central stairway is a real masterpiece. It consists of a single long sheet of bronze with a striking design cut cleanly into it. The sheet was then heated and curved into its present shape. The walls of the stairway are panelled with inlaid oak and beli wood.



The six-pointed oak intarsia (a form of wood inlaying similar to marquetry) in the doors of the guest cabins are also examples of excellent craftsmanship, and create a particularly three-dimensional effect. The floors are laid with chestnut parquet in a herringbone pattern. The walls are lined with lightly wadded linen and framed with nickel-headed studs. Other decorative materials include the mother-of-pearl mosaic in the owner's bathroom and the embossed leather at the head and foot of the owner's bed.

The layout is essentially the same as that of *Elandess*, which has proven extremely practical. The exterior styling is by Donald Starkey, while Bannenberg & Rowell Design decided on the colour scheme and the final furnishings for the outer deck. It also surrounded the spa pool area on the forward sundeck with high rails for the safety of children, and added a proper bar and triangular sun awning mounted on Multiplex supports. The guest cabins on the lower deck can be used



individually or opened up into two vast suites that extend across the full beam of the hull. Other borrowings from *Elandess* were the position and layout of the spacious but sparsely furnished owner's studio; lit by two retro-style standard lamps from Ralph Lauren, it opens directly into the owner's suite. Particular attention has been devoted to the skylounge. On one hand they have created a cosy corner seating group where four people can relax and eat, drink or play cards; on the other hand, it is such a vast space that all the guests can watch TV together while helping themselves from the bar with a pantry and sideboard set behind.

By particular request of the owner the main deck saloon has been furnished with two enormous squashy sofas where he and his family can totally relax. In fact, the design and construction of these proved particularly difficult. Several mock-ups were produced to get the ergonomics just right, not least because of a very special neck rest.

'In the end we even had to make a 2,000 mile (3,200 kilometre) round-trip to measure up the owner's favourite sofa in his home,' reports Dickie Bannenberg. The sofas were of supreme importance to the owner. So it was quite

a surprise to Bannenberg and Rowell when he chose to have them upholstered in a strong carrot shade.

The owner also firmly rejected Bannenberg's proposal to furnish the bedroom with two thoroughly useful pieces of furniture, a dressing table and a *chaise longue*.

'Credit where credit is due,' Bannenberg cheerfully admits. 'Thanks to all the open space he can really enjoy the view through the tall windows, and the sleeping cabin has the same feeling of space and tranquillity.'

Bannenberg's words best sum up the style of the yacht's interior. It is a 'layering of different styles which include a hint of Jugendstil. We have a house rule that Jugendstil, Art Nouveau and Art Deco are to be used sparingly, and we are much happier when they are unobtrusive, subliminal references and do not hit you like a sledgehammer. Take the freestanding washstands with their elegant proportions and nuances of the turn of the 19th century, or the decorative cut-out metal balustrades with echoes of the early 20th century.'

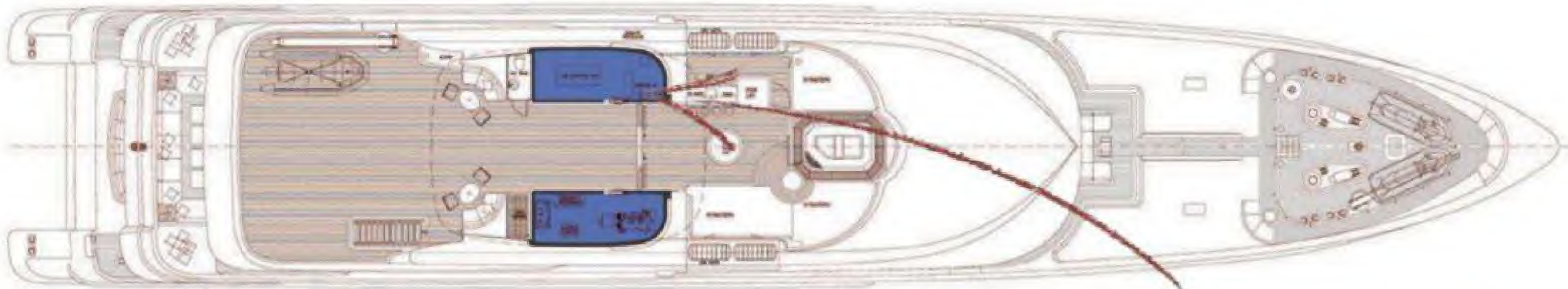
If, as in this case, everyone from the designer and the builder to the owner ends up satisfied with the final result, then the objective has clearly been achieved.

The owner's study forms an anteroom to the bedroom and is panelled in ovankol and beli. The backs of the bookcases are lined in scarlet back-painted glass





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The sundeck features large sunbathing areas and a bar, but still adheres to the owner's request for open, uncluttered spaces on board



The multi-purpose cabin is perfect for accommodating an unexpected guest



Four interconnecting guest cabins on the lower deck can be turned into two full-beam VIP suites

The large shower room in the owner's suite features two showers, one port and one starboard



KAISER Abeking & Rasmussen

LOA 60m
LWL 51.85m
Beam 10.7m
Draught 3.5m
Displacement 945 tonnes
Gross tonnage 1,090 GT
Engines
2 x Cat 3516 B DI 1,400kW

Generators
2 x Cat 240kW, 1 x Cat 85kW
Speed (max/cruise)
16 knots / 14 knots
Range at 14 knots
4,000nm
Stabilisers
Quantum Marine
zero speed

Bowthruster
Schottel 125kW
Fuel capacity
11,200 litres
Water capacity
2,800 litres
Tenders
1 x 7.5m Yachtwerft Meyer
Custom, 1 x 6.9m Pascoe

Construction
Steel hull, aluminium
superstructure
Classification
Lloyds, MCA
Naval architecture
Abeking & Rasmussen

Exterior Designer
Donald Starkey Designs
Interior Design
Bannenberg & Rowell
Design
Owner and guests 12
Crew 16

Builder/year
Abeking &
Rasmussen/2011
Lemwerder, Germany
tel: +49 (0) 421 6733 531
email: info@abeking.com
web: www.abeking.com



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Johanna



BENETTI ADDS THE CRYSTAL SERIES TO ITS SEMI-CUSTOM RANGES AND PRODUCES A GEM OF A YACHT WITH THE EMPHASIS ON THE SEA AND OPEN-AIR LIVING



words: Alastair Chance
photography: Giuliano Sargentini

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The Crystal series is a concept that blends modern and traditional styles and enhances the relationship with the sea and the outdoors



When Benetti Yachts announced in 1995 that it would begin building series yachts in composite, there were many in the industry who thought the decision would be short-lived. Benetti, after all, was a leading producer of metal boats with all of the opportunity for customisation that implies. Would the company ever attract customers for yachts built from moulds in sufficient numbers to make the experiment worthwhile? The short answer is an unqualified yes.

Since the first Benetti GRP semi-custom yacht – the Classic – rolled down the ways in 1997, the yard has added seven more models ranging from 93 to 164 feet (28-50m, although they are marketed in feet, not metres). The latest addition is the Crystal series, a 140-foot (42.7m) concept designed to blend modern and traditional styles and enhance the relationship with the sea and the outdoors. Large openings in the profile create airy internal spaces, while comfort, elegance and practicality pervade the dining and relaxation

Instead of housing tenders and toys, the stern has been turned into a sunny beach club with kitchen facilities (left). On the bridge deck (above) semicircular glass doors separate the dining area and aft lounge area



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There was a new approach to noise and vibration isolation. Guests expected to watch the crew cast off and get under way – but the yacht had in fact already been moving for 30 minutes

areas on the sundeck and upper deck and the stern is dedicated to guests rather than tenders.

Although her hull lines and superstructure bear an obvious resemblance to the Benetti Vision 145, she has a softer profile and lacks the aggressive vertical windows of her larger sibling. It is a softening that goes well with her interior, which uses a genteel mix of blues and creams against rich wood tones and exquisite satin joinery.

While Benetti introduced the yacht with two styling options it called traditional and modern, the owners of the first Crystal 140 directed interior designer François Zuretti down a traditional path with a capital T. Rather than looking traditionally European, however, *Johanna* has a definite island colonial feel courtesy of her wide-plank solid wood floors and soft satin varnish that looks hand-rubbed.

'The owner approached the project with a sense that the yacht would be an extension of his home,' says Benetti. 'He especially wanted an aromatic wood flooring called cabreuva.'

This beamy, full displacement yacht makes the most of her hull, offering four decks with large private and communal areas. The stern is the yacht's distinctive feature. Most vessels this size have an aft lazarette-cum-tender garage with stowage for personal watercraft and sports equipment. But for the 140 series, exterior designer Stefano Righini moved the tender stowage forward and athwartships and placed a launching door in the side of the hull. This allowed the stern to be dedicated to a beach club where guests can enjoy sun-drenched living with kitchen facilities, plenty of lounging chairs and a shower.

The heart of the boat, however, lies on the main deck, specifically the combined living and dining area, which is situated immediately aft of the galley and has a large mahogany bar stationed just inside the aft deck door for convenient service.

On the same level, the forward master suite is entered through a private corridor, offset to starboard, that extends forward of the central staircase. One passes through a small office, before a privacy door opens

The airy bridge deck dining area (left). The whole deck, including the forward upper lounge (below) is dedicated to casual living





The heart of the boat is on the main deck, specifically the combined living and dining area just aft of the galley. The main saloon includes a handsome mahogany bar

storeimages





onto a magnificent suite with windows that overlook the sea on three sides. With the need to support a large seating area overhead, the windows cannot offer true, seamless panoramic views but the effect is the same and quite refreshing to find in a main-deck master.

The upper deck is dedicated to casual living, and here again the emphasis is on the enjoyment of full views of the sea – the magic ingredient of this series. The aft dining table is enclosed by semicircular glass doors so that guests have a superb outlook but are protected from the breeze. With the doors open, dining is alfresco. A glass partition can close off the

space to preserve the air-conditioning in the forward upper lounge.

In the engine room, Benetti re-engineered its typical footprint to make more efficient use of the volume and also allow the creation of four generous lower guest cabins. Part of this process included a successful new approach to reducing noise and vibration. Its effectiveness was demonstrated during the technical launch when a party of guests and staff went down to the lower deck and returned to the main deck expecting to watch the crew cast off and get under way. In fact, the yacht had been moving for 30 minutes.



Wide ocean views on three sides are the defining feature of the master suite, which is forward on the main deck and accessed through a privacy door

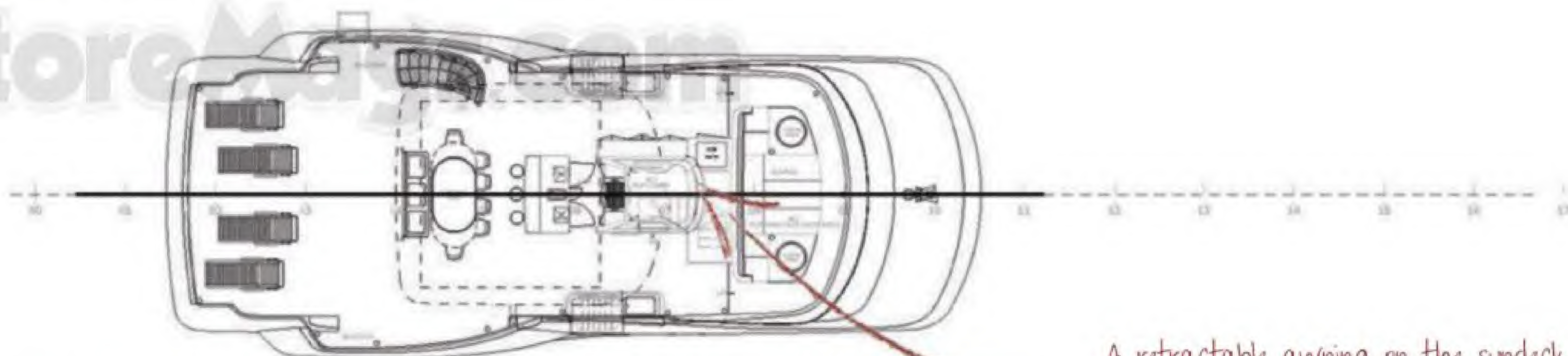
Cutting-edge technology is also applied to the entertainment, lighting and other electrical systems, which are controlled through the integrated platform of Benetti's Exclusive Sea Technology (BEST).

It is not only the interior finishes that show the yard's willingness to customise its series yachts. When the owners asked for a classic funnel shape instead of a radar arch to hold the lights and communications receivers, Benetti built a funnel with attachments for all the modern conveniences while signalling a tribute to the past. It's as totally in keeping with the spirit of her concept as the magnificent views.



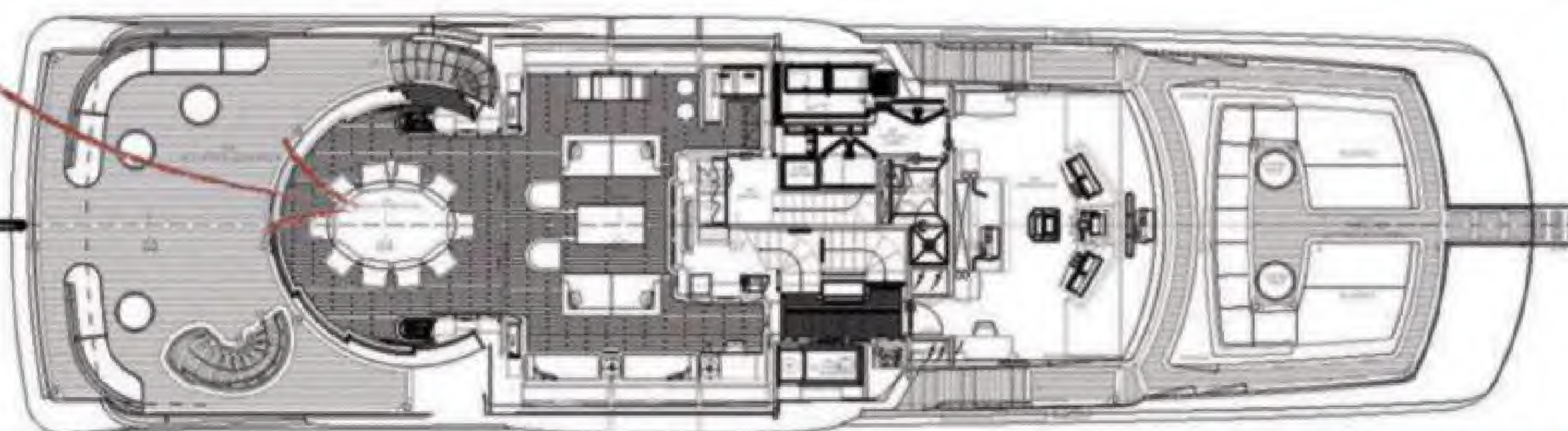
'The owner approached the project with a sense that the yacht would be an extension of his home,' says Benetti. It has a definite colonial feel





Aft on the bridge deck, the dining area has views through semicircular glass doors

A retractable awning on the sundeck covers the table and seating, so guests have the choice of sitting in sun or shade



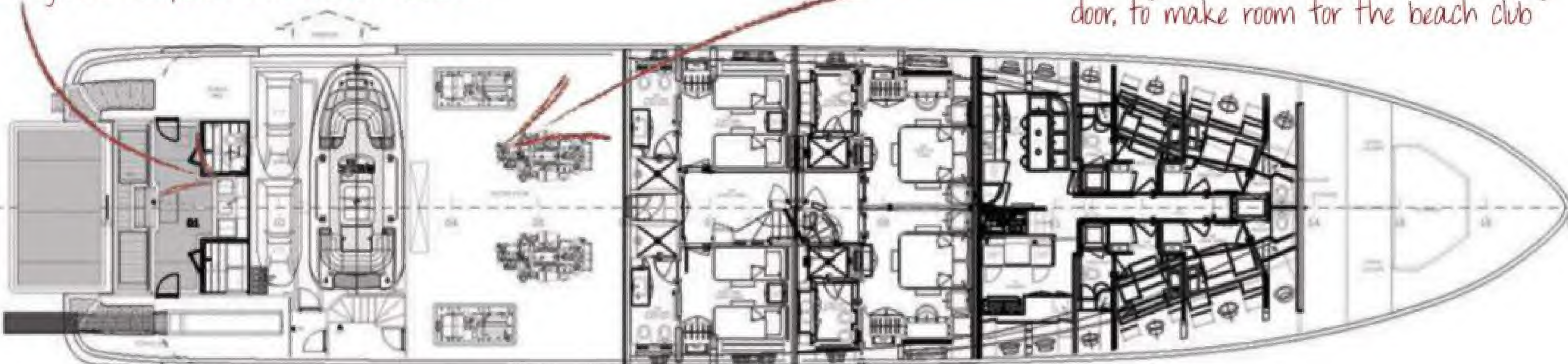
Aft of the galley is the living and dining area, with a bar stationed just inside the aft deck door

The master suite on the main deck is entered through a private corridor, offset to starboard, forward of the central stair column



Unusually, the stern comprises a beach club for guests, complete with kitchen facilities

The designer has moved the tender storage forward with a side launching door, to make room for the beach club



JOHANNA Benetti



LOA 41.93m
LWL 35.5m
Beam 9.05m
Draft 2.27m
Displacement 375 tonnes
Gross tonnage 500 GT

Engines
 2 x Caterpillar C32 ACERT
 1,081kW at 2,300rpm
Speed (max/cruise)
 15/14 knots
Range at 11 knots
 4,000nm

Bowthruster
 Naiad VT75 at 75kW
Fuel capacity
 58,000 litres
Freshwater capacity
 8,000 litres
Owners and guests 10
Crew 7

Stabilisers
 Naiad 525
Generators
 2 x Kohler 125 EFOZD
 at 125kW
Tender
 6.2m Castoldi Jet Tender
Construction GRP

Classification
 ABS * A1 Commercial
 Yachting Service AMS
Naval architect
 Martin Francis
Exterior styling
 Stefano Righini Design
Interior design
 François Zuretti

Builder/year
 Benetti/2010
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MANGUSTA 108

DESIGNED *FOR* PERFORMANCE

words: Dag Pike

photography: Courtesy of AB Yachts;
Azimut Benetti Yachts; Overmarine Group

DESIGNING A SUPERYACHT THAT COMBINES STYLE AND PERFORMANCE CAN BE A CONSIDERABLE CHALLENGE. HULL SHAPE, CONSTRUCTION MATERIALS, PROPULSION CHOICE, NUMBER OF ENGINES AND MORE ALL NEED TO BE CONSIDERED. THE YACHTS FEATURED HERE HAVE DEFINITELY FOUND THE RIGHT COMBINATION...

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AB YACHTS 116

AZIMUT GRANDE
120 SL



DESIGNED
FOR
PERFORMANCE

AZIMUT GRANDE 120 SL

Is it really possible to combine true luxury with high performance? Azimut's Grande 120 SL shows the way

The Azimut Grande range of yachts is aimed at the luxury end of the market and this 120 SL is the first to be launched. The SL of the name stands for 'sport luxury' – the theme of the 120. In addition to the luxury interior, this yacht has a low sporting profile and with a speed that tops out at 40 knots it has performance to spare.

There is a distinct Azimut flavour to the styling: low fins at the rear of the flybridge, large curving saloon

windows, and the square of divided windows set into the hull found on many other yachts in the Azimut range. Azimut turned to Stefano Righini to develop the styling of the Grande range, which was unveiled early in 2010 (see *BI* 287 for more).

The plans for the Grande range are to introduce new standards of performance and with its 40-knot top speed the 120 SL offers all the excitement an owner could want. It requires a sophisticated propulsion system and Azimut

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gained experience of both Arneson Surface Drives and water jet propulsion when it developed its 103 S a couple of years ago, where buyers were offered the option of these two propulsion systems. Water jet propulsion was selected for the 120 SL because it offered the smooth, vibration-free performance in tune with the sophisticated image Azimut wanted to portray for the Grande range.

A triple-engine installation was selected because, when coupled to water jets, this offers considerable

flexibility in the way the yacht can be operated. The engines are V-16 diesels from the MTU 2000 range, which in this installation each produce 2,400hp. These are coupled to KaMeWa water jets produced by Rolls-Royce, with the centre jet being just a booster. In cruising mode the 120 SL would probably operate with just the two wing engines in operation, offering an economical speed of 24 knots.

Water jet propulsion offers a very smooth performance



'Azimut Grande is a response to the needs expressed by our yacht owners. It is an appealing line that doesn't cut corners in comfort and flawless performance.'

and a notable feature is the almost total absence of vibration. The hull of the 120 was developed by Righini and the deep V shape was tank tested to ensure it could offer a smooth ride at high speed and in rough seas. Gyro stabilisers are standard to improve the ride at all speeds.

'We have the option of offering increased speed or a longer range with the same engine package,' said Righini. 'Also, hydrodynamics have taken an important step forward. You get the speed without giving up the comfort.'

There is a tremendous feeling of space in the interior – designed by Carlo Galeazzi – which can be highly customised.

The large top and side windows in the saloon expand the space considerably and give the impression of a much larger yacht. By having such a large, open area that stretches for nearly half the length of the yacht, and the extra headroom, this is really superyacht style.

The bar counter is close at hand as you step through the saloon doors, to welcome you on board. This is a small informal area that can also serve the cockpit seating when the sliding saloon doors are open.

The almost full-height hull windows in the master suite create a great feeling of space and light, and there is space for seating on one side and a desk on the other, to make maximum use of the view out the windows.

Despite the requirement to reduce weight as much as possible because of the high performance of the 120, the bathrooms have a very solid look and feel, and feature high quality fittings.

The first 120 was built for a Chinese owner who had a big input into the interior design. It resulted in the addition of considerable extra weight, such as the 300 kilogram solid marble dining table. This weight has restricted the performance to 36 knots with all three engines in operation, but a lighter outfit and the latest upgraded V-16 MTU diesels would give an extra 600hp and raise the speed to an estimated 40 knots.

With its new Grande range Azimut is reinventing the design of performance motor yachts. Paulo Vitelli, the chairman of the Azimut Benetti Group, comments: 'Azimut Grande represents a tangible response to the needs expressed by our yacht owners. It is an appealing line that doesn't cut corners in terms of comfort and flawless performance.'

The open area of the saloon (right) stretches for nearly half the yacht's length, reinforcing the impression of a larger space. The informal bar area (below) also serves the cockpit. The theme of space and light is continued in the master suite (below middle), which features windows that are nearly full-height





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AB 116

Jet propulsion specialist AB Yachts has poured 20 years of experience into its beautiful, high-performance 116 model



Stereomags.com



AB Yachts in Italy started building high-performance yachts with water jet propulsion more than 20 years ago. It has been part of the FIPA Group since 2001, but the company retains this specialisation, although it has moved up considerably in size (its largest version now a 42.6 metre). The 116 is the latest in the range and apart from its exciting performance, it is beautiful both inside and out. In the 116 AB Yachts has created a jewel of a boat with only a few minor flaws.

The lines of the 116 have a horizontal emphasis that speaks of performance. This focus results in one styling line running across the saloon windows: it looks great from the outside, but compromises the view from the lounge. The interior, however, is so beautifully executed that you may not want to look outside anyway. The saloon décor is mainly white, and a surprise comes in the form of the double height lower saloon forward of the helm, lit by the windscreen above. From this lower social centre a passageway leads aft to the guest cabins and finally to the master suite, with its own gym (which could be converted into another cabin).

It all adds up to a user-friendly, light and airy interior, but the focus of this design is on performance: 50 knots in light conditions. Three of MTU's latest engines, the V-16 Series 2000 units, are lined up across the engine compartment and surrounded by the usual array of auxiliary systems required to keep a yacht of this size operational. The engines drive MJP water jets, with their intakes moulded into the hull to create a compact power package that still leaves room for a garage above. The whole installation is built to MCA requirements.

AB Yachts has also focused on reducing weight where possible and uses advanced composites in the highly developed hull structure. A mixture of Kevlar and carbon fibre reinforcement is used along with epoxy resins to create a strong, lightweight hull. The hull shape is a conventional deep V with a 19 degree deadrise, one of the deepest Vs on the market. But the main innovation is the use of a double chine line at the bow, which serves to decrease wave impact by reducing the width of the individual chines. The fine entry created by the raked bow helps smooth the ride in head seas, with the V of the hull providing additional cushioning. The hull was fully tank tested before construction began, to ensure reliable performance.



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It all adds up to a user-friendly, light and airy interior, but the focus of this design is on performance – 50 knots in light conditions



The aft deck provides ample outdoor space (far left), while widespread use of white in the saloon (top) creates an illusion of greater space inside. Dining under the stars is possible when the sunroof is open (above). The atrium over the lower saloon is double height (left), while the master suite (right) is divided into sleeping and lounge areas



The wide choice of outside social areas includes the huge cockpit, a forward area leading into the end of the coach roof and the space on the compact flybridge. This flybridge is barely discernible in the profile and backed by a low arch mast. So intent were the designers on keeping the profile low that they mounted the radar antenna at about chest height to anyone standing on the flybridge. It means that people could block the view of the radar in the critical sector ahead.

The lower helm is dominated by three adjustable leather seats, but the view outside is restricted by deep windscreen pillars and there is no view astern except by video camera. With three water jets there is a complexity of instrumentation on the dashboard, the jets themselves having seven panels dedicated to their monitoring and back-up systems alone. This is too many for easy monitoring – which is largely done via alarm systems anyway and takes the eye away from the more important navigation displays. It could also make it hard to find the control or display you want in a hurry, although the jet joystick itself is easy to use.

There are only two throttle levers for the three engines, but the centre jet is just a booster that would run at high speed with the other engines. The outer jets can be combined in a joystick control for easy and precise harbour manoeuvring.

The AB 116 is a fine yacht offering high performance complemented by a stunning interior layout and design. There are a few small areas of practical design that could be improved, but otherwise it works well. ▶

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FOR
PERFORMANCE

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MANGUSTA 108

Using clever design and technology, Overmarine has packed a lot of customised style into this performance package



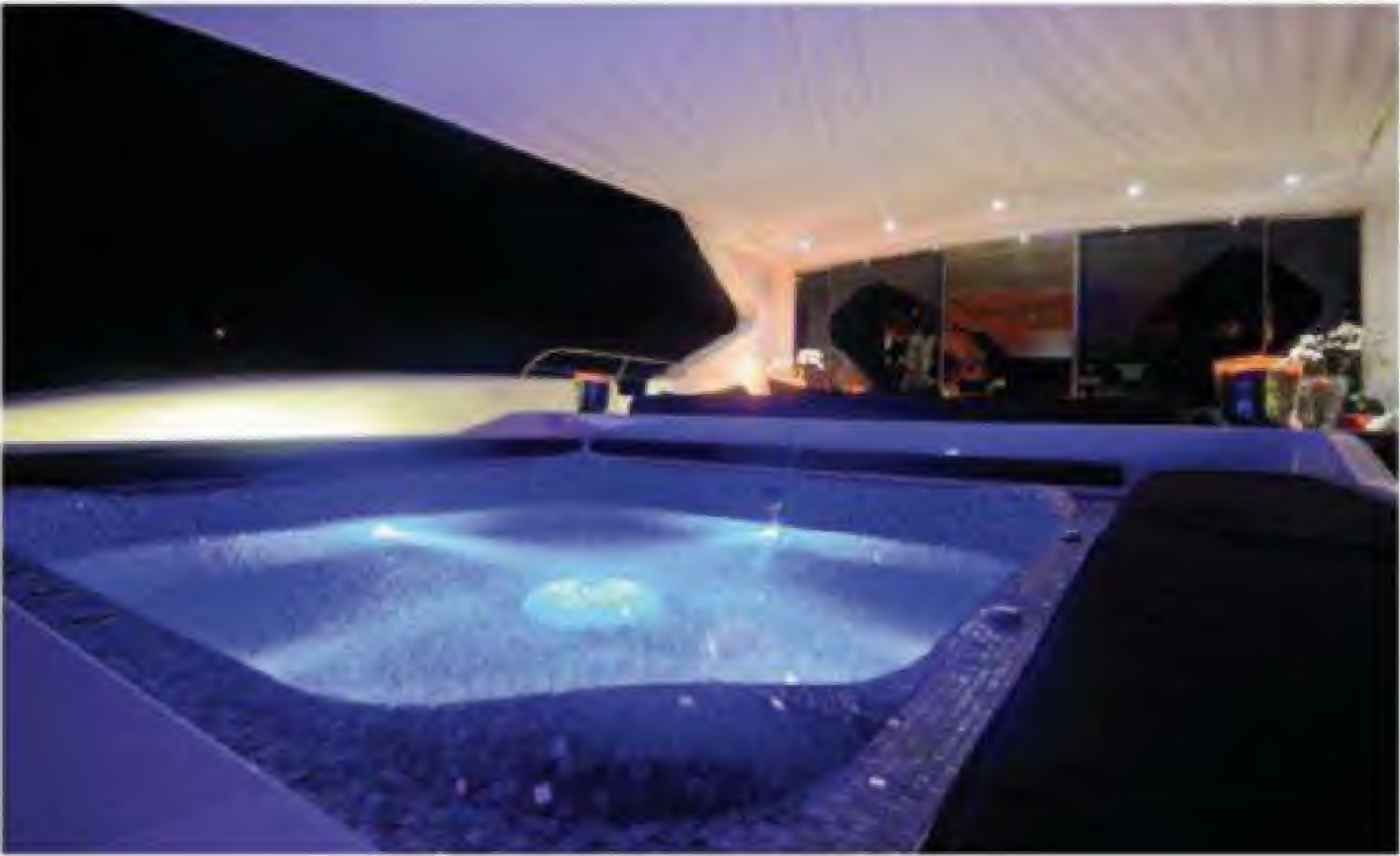
Overmarine, which builds the Mangusta 108, has a straightforward approach to performance design. Its performance yachts are based on a deep V hull powered by diesels coupled to water-jets – a solution that has worked for over 20 years. Overmarine offers a range that now extends from 22 to 50 metres in length. With the hull of the 108 it is apparent that this is a refined deep-V design, that a very experienced team produced the hull, and that they are all fully tank tested before building starts.

The 108 has a deadrise of 14.5 degrees, relatively

shallow for this style of yacht. The entry at the bow is fine and the chine is modest in width, a combination that promises a smooth ride in adverse conditions. The V is deep enough to cushion the ride and the fine entry will reduce the pitching motions with little harsh impact on the modest chine. The moderate V of the hull means the 108 is not too weight-critical for performance; on the version *BI* visited, the owner carried a Harley-Davidson motorcycle on board in addition to the tenders and a pair of jet skis, while the bathrooms were enriched with heavy marble surrounds. A spa pool was installed in the cockpit.



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Accommodation on the Mangusta 108 is over two decks, with a low, sleek profile. The main deck saloon (left) features opposing sofas and tables that convert from coffee to dining. On the lower deck, the comfortable guest cabins include the full-width master suite (bottom right, opposite page)

Overmarine has kept the profile low in true sport form, with only the low line of the deck saloon protruding above the bulwark line

New MTU V-16 Series 2000 diesels, at 2,600hp each, produce nearly the same power at half the weight of earlier engines. This allowed more flexibility in interior outfitting and created more space in the engine compartment with no reduction in performance. The smaller engines also reduce the cost of the machinery considerably.

With over 5,000hp on tap the 108 has a top speed of 37 knots and can cruise comfortably at 32 knots. The engines are coupled to KaMeWa water jets to give a very smooth performance with minimal vibration. To ensure good directional stability, small fins have been fitted towards the outer edges of the hull, close to the transom.

Overmarine designers work closely with an owner to achieve the desired, customised interior, while minimising the weight to maintain performance. The interior of the yacht viewed featured a solid-looking interior of wengé and oak. Hidden, but contributing to the weight saving and soundproofing, is the widespread use of sandwich panelling, where a foam or honeycomb centre is sandwiched between plywood and veneers.

Despite its low sporting profile the accommodation on the 108 is on two levels. At main deck level there is the deck saloon, with opposing sofas matched to tables that can convert from coffee use to full dining tables. Forward is the helm, and the stairs on the starboard side. At the second level down are the guest cabins, including a wonderful full-width master suite, which also features a hidden well-equipped gym. The crew accommodation is mainly aft of this, with a small crew cabin in the bow as well.

The diesel engine/water jet combination allows a compact engine installation aft with space above the jet intakes for the tender garage. Access all round the engine compartment is good and everything is to MCA standards.

Overmarine has kept the profile low in true sport form, with only the low line of the deck saloon protruding above the bulwark line. There is no flybridge, but a large sunroof over the helm allows the saloon to be opened up to the sun, and the large cockpit area aft provides for elegant outside living.

The 108 is a highly developed performance design where there are no visible compromises between performance and style except in the long, lean performance profile. A Mangusta 110 is currently in build that will follow the same design philosophy, but it will not replace the 108, which continues in production. ►



How design, luxury and performance come together

These three modern yachts demonstrate that the demand for performance is not dead. The AB Yachts 116 represents the very latest concept of a yacht dedicated to performance; the Azimut Grande 120 brings the luxury element to performance; while the Mangusta 108 expands on the well proven Mangusta concept.

For the pure excitement of 50 knot performance combined with a modern, light interior, the AB Yachts 116 wins hands down. With the innovative interior you also get the benefit of a small flybridge in the low sporting profile.

The Azimut Grande uses much the same triple engine power plant to drive this larger yacht to a potential speed of 40 knots. The designers balanced the weight of luxury that meets Azimut standards, with the light weight required for high performance.

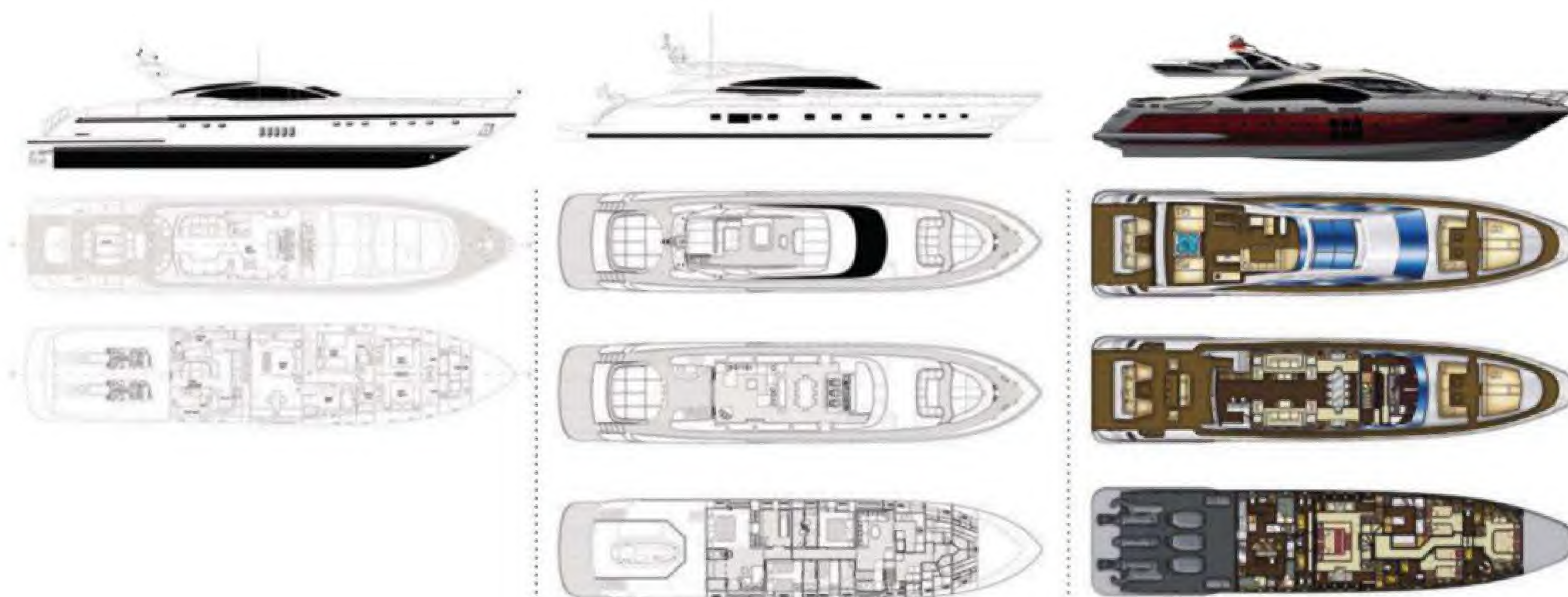
The Mangusta 108 is a tried and tested design – but now fitted with the more modern MTU Series 4000 engines. Their considerably lower weight can be translated into higher performance or greater luxury. With just two engines compared with three in the other yachts, the

performance is more modest, but finishing quality is high, engine access is extremely comprehensive, and at 38 knots there is the excitement of speed in a smaller package.

All these yachts feature water jet propulsion, which is rare in other sectors of the superyacht market, as it's so geared towards speed and acceleration. The systems offer smooth and sophisticated performance, although they do add significantly to the complication of the controls.

The yachts all feature a low sporting profile and here there is confliction between outside appearance and the view from inside: none gives the level of interaction with exterior from interior found on a conventional superyacht. But there is a commonality of compromise in these three designs that suggests the best solutions are being reached.

As for value for money, performance does not come cheap and the price to a great degree indicates the speed potential of the yacht. There is a reluctance among builders to release price details because so much depends on the level of quality, but it's safe to say the faster the yacht, the more expensive it becomes.



MANGUSTA 108 *Overmarine Group*

LOA 33.48m
Beam 7.1m
Draft 1.35m
Displacement 120 tonnes
Engines
2 x 2,600hp MTU V16 2000
Propulsion
2 x KaMeWa water jets
Design
Stefano Righini and Overmarine
Builder
Overmarine Group
www.overmarine.it

AB 116 *AB Yachts*

LOA 36.2m
Beam 7.5m
Draft 1.2m
Displacement 105 tonnes
Engines
2 x 2,600hp MTU V16 2000
Propulsion
3 x MJP water jets
Design
AB Yachts and Studio Arnaboldi
Builder
AB Yachts
www.fipagroup.com

AZIMUT GRANDE *Azimut Benetti Group*

LOA 35.5m
Beam 7.9m
Draft 1.5m
Displacement 156 tonnes
Engines
3 x 2,400mhp MTU V16 2000
Propulsion
3 x KaMeWa water jets
Design
Stefano Righini and Carlo Galeazzi
Builder
Azimut Benetti Group
www.azimutyachts.com

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alen tender 32' | 42' | 52'

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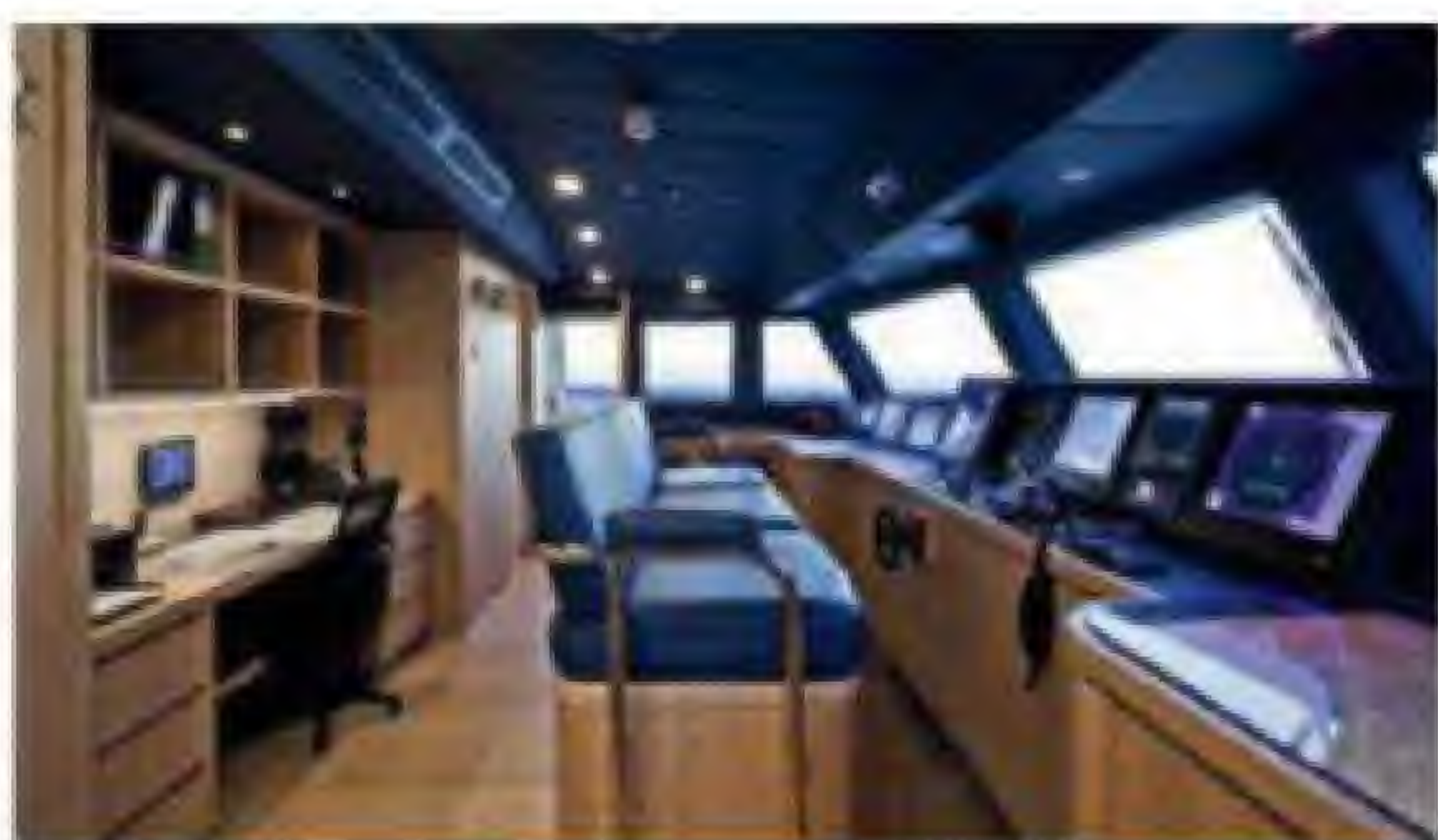
More? www.alenyacht.com

Alen tender 42: LOA 12.91 m / 42' 4" • Beam 3.65 m / 12' • Draft 0.70 m / 2' 4" •
Displacement 7 tons • Fuel tank capacity 1 000 l / 264 US Gal • Fresh water tank
capacity 300 l / 79 US Gal • Engines 2 x 440 hp • Speed max: 34 knots.

 **alenyacht**
A step further



CODECASA 42



words: Peter Boulton
photography: Paolo Pucci

WITH THE FIRST OF ITS 42 METRE
VINTAGE SERIES MOTOR YACHTS,
ITALIAN FAMILY-RUN SHIPYARD
CODECASA HAS TAKEN A WELCOME
STEP BACK TOWARDS ITS CLASSIC,
ELEGANT TRADITIONS

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The dining area seats 10 and occupies the position usually reserved for the upper saloon. From the swim platform, stairs lead up to the aft deck (below right), while a panoramic view can be found at the forward facing area on the top deck (right)

The year is 1825. In England, despite appalling poverty among his subjects, King George IV's extravagances require his government to bail him out of debts that would make many modern billionaires' eyes water. Italy is poised between revolt and an insurrection of its similarly oppressed population, mainly against Austrian rule and heavy taxation. But in the thriving fishing port of Viareggio, a young man called Giovanni Battista Codecasa opens a shipyard building wooden sailboats.

Regardless of local and national uprisings, Giovanni Battista's business flourished and became a family affair. Through the company's expansion to comprise three shipyards (plus two more recent facilities, one of 745m² in Viareggio and a huge one in Pisa for big builds) and transition to all-metal construction, there has always been a Codecasa in command, right to the present day.

In keeping with Cantieri Navali Codecasa's history, the decision to present the first of its new 42 metre Vintage series motor yachts at the Monaco Yacht Show was both bold and well-timed. The company is represented at few boat shows, but the yacht was such a complete breakaway from its custom designs, that it wanted to make a statement to that effect.

Launched in 2011, the full-displacement, steel and aluminium yacht was designed entirely in-house, including the naval architecture. It is essentially 'spec-built', traditional, and with a beam of nine metres, has a really useful volume.

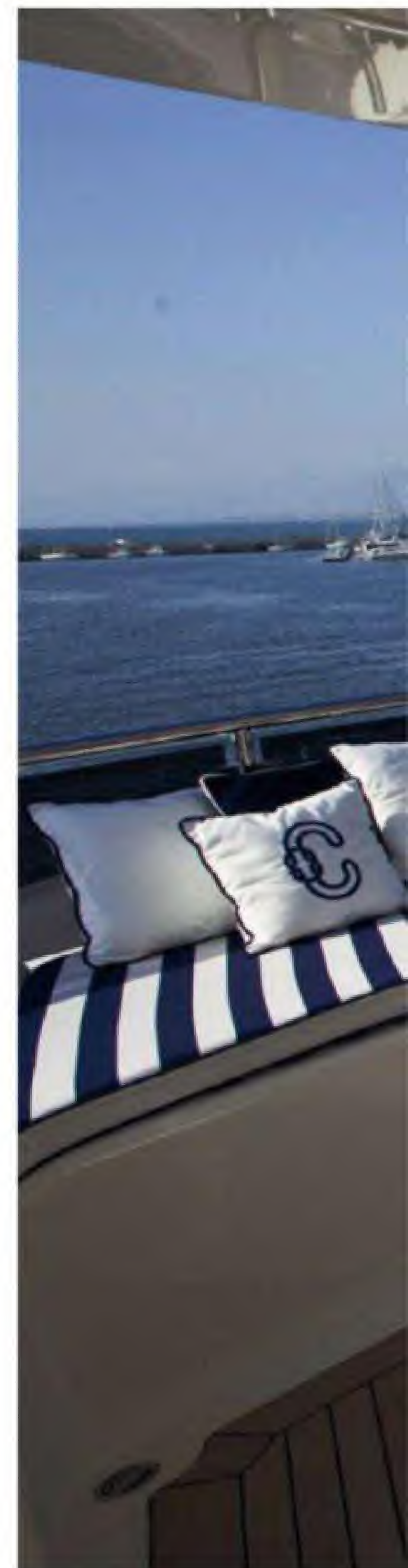
'We wanted the advantage of keeping under 500 GT, but 42 metres is also an ideal size for good range, comfort and personal expression,' says CEO Fulvio Codecasa, who joined the company in 1973 when his father Ugo was in command. 'I felt it was time for something which would recall the elegance of classic style, but in real-time.'

Indeed, the yacht's lines achieve a retro look with a near-vertical stem, carefully balanced superstructure, square windows and a reversed-sheer transom with stairways. Then comes a really pleasant surprise. The main sidedecks are completely walk-around with just a couple of steps up to the foredeck which, for this ancient mariner, suggests thoughtful design with safety foremost. When emergencies strike, no scrabbling up and down stairways to go forward or aft, just 'vintage' seamanlike side decks.

Likewise the working foredeck, with its substantial twin windlasses, is just about spacious enough to offer a fresh-air space for the off-watch crew. Bulwarks are reassuringly high and large scuppers should more than take care of any green water that is shipped in rough weather.

The yard's resident husband-and-wife design team, Anna Maria and Franco Della Role, were responsible for the interior and hull designs respectively. They worked directly with Fulvio Codecasa, who conceived and orchestrated the entire project.

The result is deceptive simplicity throughout the





‘It’s an ideal size for good range, comfort and personal expression,’ says Fulvio Codecasa. ‘I felt it was time for something which would recall the elegance of classic style, but in real-time.’

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vessel and when asked for his favourite aspects of the yacht, Codecasa replies, 'The classic hull lines, simplicity of form and materials for the interior.'

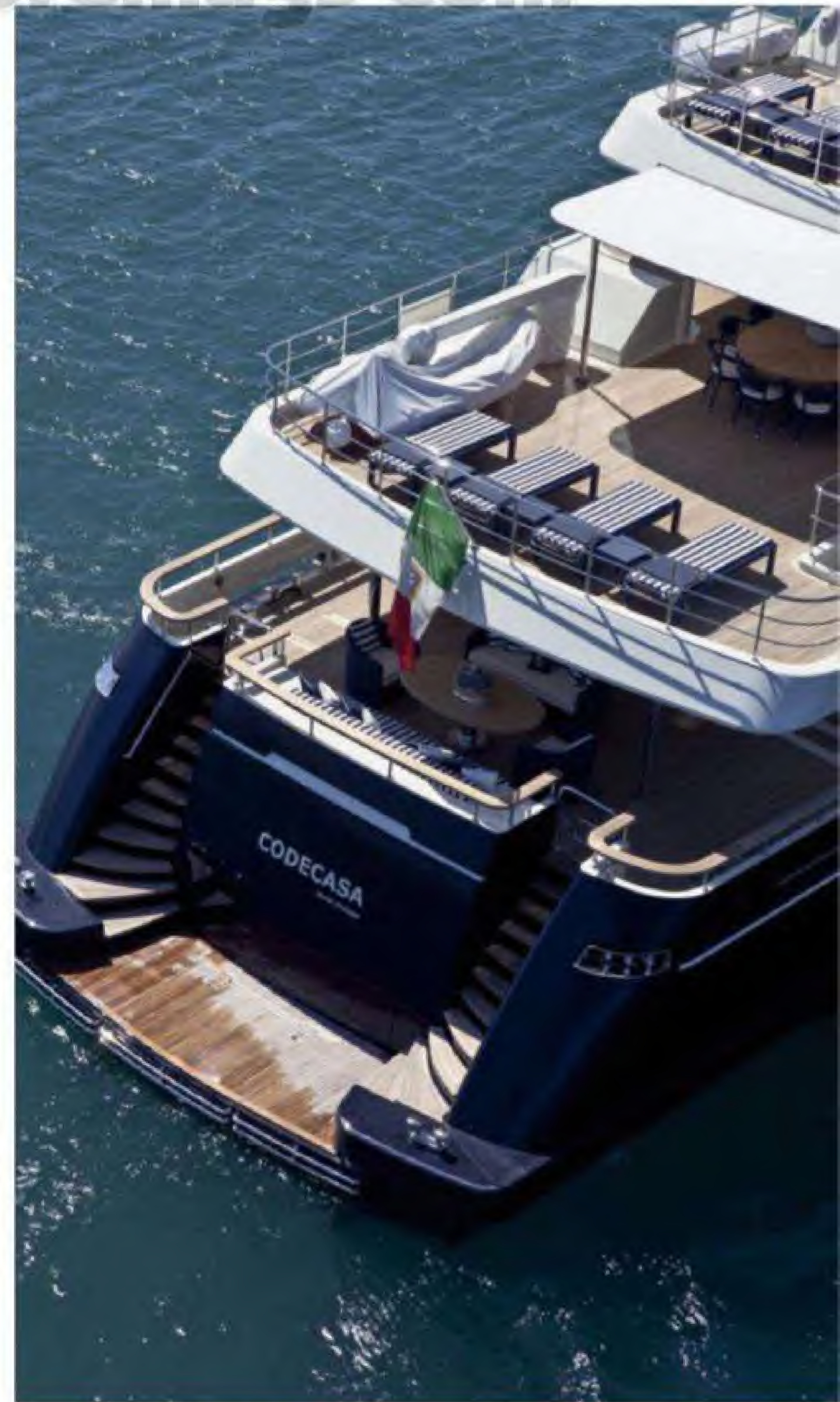
The large saloon incorporates the area normally reserved for dining (the dining area has been kicked upstairs to replace what would normally be the upper saloon), and the extensive use of white accentuates the sense of space. This may be too much for some – a white ceiling, wall panels, furniture, furnishings, wooden-slat Venetian blinds and even a white okoume wood floor. But the blue stripes on some of the cushions, the dramatic light-and-shadow interplay on furniture and fittings and the colourful artworks on the walls, all add up to provide a pleasing counterbalance.

As in many traditional layouts, port and starboard

doors set in the bulkhead lead to the galley and owner's quarters respectively, the latter reached via an attractive foyer containing the main guest stairway, a day head, a second door to the galley and the sidedeck guest entrance.

The galley is L shaped, has its own sidedeck windows and is isolated from the passage of crew. There are good work surfaces, and fridge and freezer capacity are good enough for a serious long-distance cruising yacht thanks to her lower-deck cold rooms. There are also fridge and freezer units in the crew mess.

Forward on the starboard side is the owner's suite, another study in white, with the strategic use of reds and artwork to provide character. A forward-facing double bed on the centre-line with walk-in wardrobes



With the dining area moved to the upper deck, the main saloon is large and comfortable, offering two distinct seating areas. The monochrome palette is softened with coloured highlights in the cushions and artwork



There is deceptive simplicity throughout and when asked for his favourite aspects of the yacht, Fulvio Codecasa replies, 'The classic hull lines, simplicity of form and materials for the interior.'



The dramatic light-and-shadow interplay on furniture and fittings and the colourful artworks on the walls, all add up to provide a pleasing counterbalance



On the main deck forward, the owner's cabin (left) features more artwork, two en suites and a shared shower room. Accommodation includes two generous guest doubles (below) and two twin cabins (right)



behind, faces 'his and hers' en suites that share a central shower room.

On the lower deck, guest accommodation has a conventional but comfortable layout of four spacious cabins served by a central foyer, all with en suite shower rooms and good natural light. The two aft are doubles, with forward facing beds and bathrooms behind, while the other two cabins offer twin beds.

Aft from here is the engine room. All the machinery is by Caterpillar, which simplifies general maintenance. The two main engines are low-revving 3512C units with 1,650hp, capable of attaining 17 knots with the ship lightly loaded, or 12 to 14 knots under normal conditions. A very respectable range of 4,000 nautical miles can be obtained at 11 knots from the 70,000-litre fuel capacity.

Electrical power is supplied by either one or both of the two principal generators, which provide 86kW each. A third emergency or night unit offers a useful 69kW. Power distribution for the generators and shore supply is handled by banks of well-arranged control cabinets, with computerised information copied to the main bridge panels.

A door from the engine room gives access to a 6.4 metre Castoldi tender, launched through the transom using a travelling rail in the deck head. From the transom swim platform, stairs on both sides lead up to the aft deck. This is a generous area for a vessel this size and it is laid out traditionally, with a teak-faced stairway to starboard of the saloon entrance, providing outside access to the upper deck.

High bulwarks, capped with a smart varnished teak rail, surround the entire main deck superstructure, which has a crew entrance on the port side. From here,

stairways lead down to the crew quarters and up to the bridge.

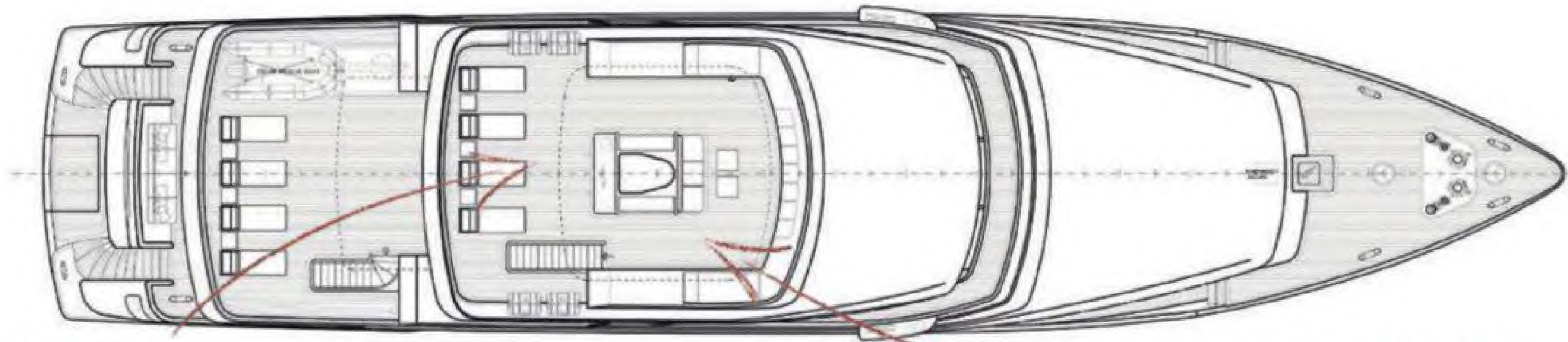
The dining room, which replaces the upper saloon, is occupied by a formal dining table and seats for 10-12 guests, with cupboards on each side. Sliding glass doors access the aft deck space and another dining table for 10, plus sunbeds and a Zodiac rescue boat, with crane. But the deck above is a good finishing touch: a quiet place to watch it all go by. A fixed canopy built around the nav/comms mast provides generous shade over a forward facing seating area, protected by a smoked Plexiglass windshield, while behind the mast is a bar and several sunbeds.

Back on the bridge, a raised bench seat, suitable for watchkeepers or spectators, is located as an island in the middle of the bridge deck, facing a comprehensive range of controls and large-screen instruments. Big windows afford 290-degree vision.

As with many yachts this size, the captain's cabin is down two flights of stairs in the crew quarters. The crew quarters themselves feature four twin-berth cabins for eight – these are spacious and comfortable, although the two in the extreme bow do suffer a little from the natural taper. Of the remaining two, the captain is beggared for choice, since they are both the same.

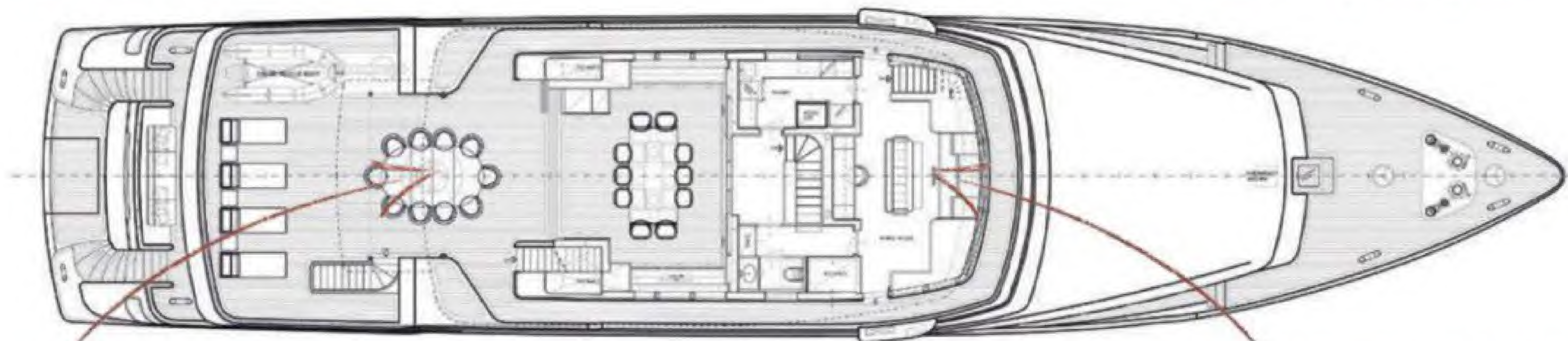
This new Vintage series yacht is well-presented – attention to detail is evident everywhere, while quality of materials, paintwork, fit and finish are all exemplary. Her dimensions, lines and proportions suggest sea-kindliness and comfort, aided by Quantum ZeroSpeed stabilisers. It seems likely from a brief tasting that this Vintage should prove worthy of being laid down for future consumption...





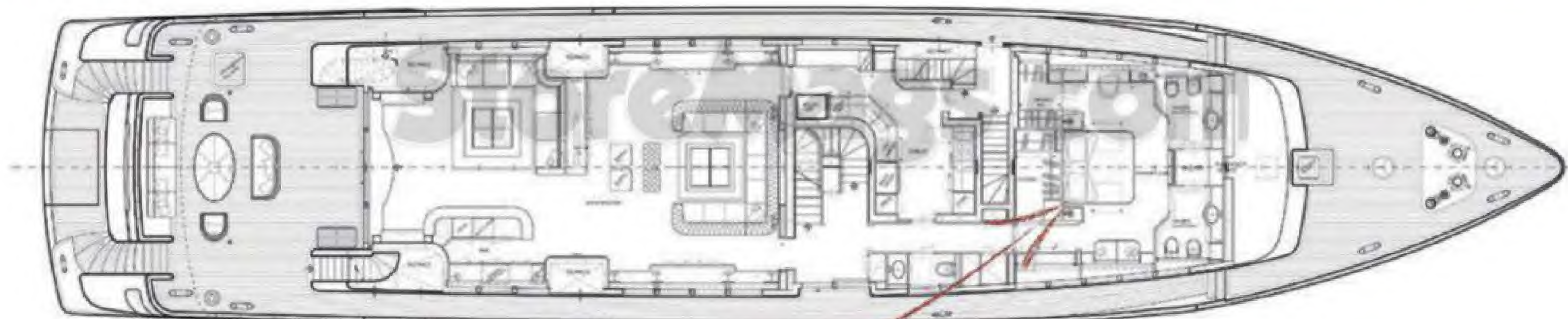
Behind the seating area and mast is a bar and several sunbeds

The top deck provides a quiet, forward-facing viewing area



on the upper deck, the inside dining room leads via sliding doors to a second, outside dining area with a table for 10

on the bridge, a raised bench seat faces the comprehensive set of screens and controls



The master suite features a forward-facing bed, situated along the centreline

Guest accommodation on the lower deck comprises two doubles and two twins amidships



CODECASA 42 Cantieri Navali Codecasa



LOA 42.5m
Beam 9m
Draught 2.4m
Displacement 400 tonnes (full load)
Engines
2 x Caterpillar 1,650hp 3512B

Speed (max)
17 knots
Range at 11 knots
4,000nm
Bowthrusters
Schottel STT 060 LK 75kW
Generators
2 x Caterpillar 86kW;
1 x Caterpillar x 69 Kw

Fuel capacity
60,000 litres
Water capacity
8,000 litres
Owner and guests 10
Crew 7

Tenders
1 x Castoldi Jet Tender 21
Construction
Steel hull; aluminium superstructure
Classification
Lloyd's * 100 A1 SSC Mono G6 * LMC/MCA

Naval architecture
Codecasa
Exterior Styling
Codecasa
Interior design
Codecasa and Della Role Design

Builder/year
Codecasa/2011
Viareggio, Italy
tel: +39 0584 383 221
email: info@codecasayachts.com
web: www.codecasayachts.com

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SWAN 80

NAUTOR'S SWAN YACHTS HAVE ALWAYS BEEN SUCCESSFUL, BUT SOME HAVE FOUND THEM RATHER FACELESS. MARKING A FRESH APPROACH, THE SWAN 80 IS THE SECOND MODEL IN A NEW RANGE



Instead of a strong autumnal breeze, the Mediterranean a few miles south of Genoa was experiencing a dogged calm; even worse, over the past few days a storm had passed over the region, and outside the harbour entrance at Rapallo one and a half metre waves created a messy sea. The sails flapped and flogged, *Berenice* made backwards movements like a bucking bronco, and it became apparent that our sail trial was a no-go. Finally we dropped anchor off Portofino just beneath the villa in which Silvio Berlusconi held his parties. It was the day he tendered his resignation.

While sailing was out, it was a good opportunity to drill down into this yacht. The immaculate teak deck with its white caulking runs about 25 meters from aft, flowing with narrow, even joints round the flush carbon-framed hatches, before finishing in an unashamedly pointed bow. This yacht has not been built, it has been composed: every line has its predetermined path, and nothing crosses or disturbs the flow in the whole work of art. That includes the white carbon Hall mast, ordered as an option by the current owner. It is thinner, more rigid and more streamlined than the rig normally supplied by Nautor from Offshore Spars.

words:
Claus Reissig
photography:
Franco Pace; Carlo
Borlenghi/Rolux





If conditions had not been so calm, the Swan 80 could have doubtless zipped away, being designed equally for regattas and fast cruising. Indeed this Finnish yacht, built under the aegis of the Italians, has plenty to offer in sailing terms. She is fully carbon, with a four metre draught and almost 380 square metres of sail. In the first year alone the owner has already covered around 20,000 nautical miles, including two transatlantics, Caribbean cruising, and competing in the Rolex Middle Sea Race. For short crossings she can be handled by just two people; transatlantic trips are sailed with a crew of seven, and for racing there are up to 22 crew on board. There is no toe rail, apart from on the foredeck (mandatory for CE category A), similarly handrails on the cabin roof are gone. The result is beautiful to look at and according to the owner and skipper, these absences are not a problem



For traditionalists, who saw Nautor's values receding, the line is a step back to the finest Swan traits. It has made a breakthrough with the new look – an independent, modern design

even on the high seas, thanks to the wide deck.

The Swan 80 is the second model and a logical continuation in a range of new boats that began with the Swan 60. For those who saw Nautor's values receding into the past, this line is a step back towards the finest Swan traits. After years during which the Finnish boatyard with its Italian owners was scolded for its conservative styling, it seems to have made a breakthrough with the new look – an independent, modern design.

The yacht's interior finish is simple, modern and somewhat reminiscent of classic Scandinavian styling, yet retains a warmth thanks to the oil-waxed teak and a palette of warm beige and whites. Natural light is provided through long narrow ports in the hull and the low-profile coachroof, while deck skylights provide additional illumination.

This relative concession to simple furnishing and adornment is not so much a nod to a semi-production/semi-custom build, but rather reinforces the yacht's performance credentials. These in themselves are evident in the drive to save weight wherever possible, and the high-tech hull construction is continued to the interior elements. The teak and koto floorboards have foam cores; the main bulkheads are Corecell foam cored under carbon SPRINT/pre-preg laminate, and the non-structural partitions are of sandwich construction with plywood and teak veneer on a 35mm foam core.

Indeed, only the additional equipment, from the

generators to the tanks of diesel push the weight over the 36 tonnes indicated. What this means in practice is that the yacht performs even at the lighter end of the wind range, giving a boatspeed of five knots in five knots of breeze. There is little sensitivity on the rudder due to the two autopilots in the steering system, but when racing these are uncoupled. When the breeze picks up, she can easily hit 10 to 14 knots, and indeed the 24-hour run record for *Berenice* is currently 310 miles – an average of just under 13 knots.

Rather than opt for an hydraulic mainsheet system with a single line emerging from below decks, the owner of *Berenice* insisted on a classic traveller – whose car position is controlled by Magic Trims – with the track located between the helm and main cockpits. Car position is handled from a control panel below the main sheet winch, and the whole mast trim is also controlled from here. The genoa is trimmed via the helm consoles. The cockpit, which runs through to the stern, is typical of Swan, and with its open Mediterranean style is divided into three sections: aft are the twin carbon wheels, while the main guest cockpit is forward. Between them lies the mainsheet track and what effectively becomes a trimming station.

Berenice is laid out as a three-cabin version, with additional crew quarters in the bow accessed through the port-side galley. Locating the galley here, with the master cabin aft, makes sense in that crew can go about their daily business without imposing too much on the owner, although crew access to the interior is still via the main



While performance is a key tenet of the Swan 80, the interior remains comfortable for her six to eight guests. Teak and leather finishing, with indirect LED lighting, creates carefully composed spaces



SWAN 80

companionway aft. The navigation station is located at the aft end of the main saloon, which offers a simple layout – dining table to port, and banquette seating to starboard. Below the cockpit, behind the owner’s cabin, is a lazarette/ tender garage, capable of taking a 3.3 metre dinghy, plus outboard, with space for additional elements such as diving equipment, and there is one further small stowage area below the foldable anchor arm in the bows. Of course, without a dedicated forward pit or forepeak, it does mean

that space is limited during regattas when a full suit of racing sails needs to be carried. But this is just a minor quibble, and there's no doubt that the Swan 80 fulfils her brief to combine a comfortable and airy interior with a performance slant that will no doubt make her a popular cruiser-racer. She carries enough Swan DNA to appease traditional fans of the marque, while offering enough that is new to appeal to a broader audience.



SWAN 80 Oy Nautor AB

LOA 25.08m LWL 22.19m Beam 6.08m Draught 4m Displacement 36.2 tonnes Gross tonnage 57 GT	Engine 190hp Steyr MO 196 K35 Speed (max/cruise) 11 knots/10 knots Bowthruster MaxPower 300/15 Fuel capacity 1,500 litres	Water capacity 1,100 litres Generator Northern Light diesel, 230V/20kW Sails North Sails Italy Mast Hall Spars high modulus MS40 carbon fibre	Winches & furlers Harken; Reckmann Owner and Guests 6 Crew 2 Tenders 1 x custom made, 3.4m Construction Carbon fibre/timber	Classification Germanischer Lloyd CE category A (ocean-going) Design Frers Naval Architecture & Engineering Interior design Oy Nautor	Builder/year Oy Nautor AB/2010 PO Box 10 68601 Pietarsaari, Finland tel: +358 6 7601 111 email: info@nautorswan.com
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The flush decks, sleek coachroof profile and distinctive blue stripe are unmistakably swan

with the helm aft, trim station in the middle and guest area forward, the three-part cockpit serves both for racing and cruising

An aft master cabin guarantees a degree of separation from the crew areas forward

The main saloon and dining area has a straightforward longitudinal layout

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New to the
charter market



BROKERAGE NEWS

Small but mighty sales

While the number of yachts sold at the largest end of the scale is falling, the entry-level market is showing signs of recovery. The market for yachts under 25m is still the most active, with a number of sales in the 10-15m range. This is due to a number of factors, including the fact that many of the yachts in this range are now being sold by private owners rather than brokers, and the fact that many of the yachts in this range are now being sold by private owners rather than brokers.



NEW LOOK

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Market analysis
and intelligence

NEW TO THE MARKET

Yacht	Category	Price	Age	Size	Notes
1	10-15m	€1,200,000	2012	35ft	1000 hours, 1000 hours, 1000 hours
2	15-20m	€2,500,000	2011	45ft	1000 hours, 1000 hours, 1000 hours
3	20-25m	€4,500,000	2010	55ft	1000 hours, 1000 hours, 1000 hours
4	25-30m	€8,500,000	2009	65ft	1000 hours, 1000 hours, 1000 hours
5	30-35m	€12,500,000	2008	75ft	1000 hours, 1000 hours, 1000 hours
6	35-40m	€18,500,000	2007	85ft	1000 hours, 1000 hours, 1000 hours
7	40-45m	€25,500,000	2006	95ft	1000 hours, 1000 hours, 1000 hours
8	45-50m	€35,500,000	2005	105ft	1000 hours, 1000 hours, 1000 hours
9	50-55m	€45,500,000	2004	115ft	1000 hours, 1000 hours, 1000 hours
10	55-60m	€55,500,000	2003	125ft	1000 hours, 1000 hours, 1000 hours



SPOTLIGHT: new to the market



NEW LOOK

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Brokerage
news round-up

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Seawolf cruises
French Polynesia –
a diving paradise

French Polynesia

Seawolf cruises the Tuamotu Archipelago

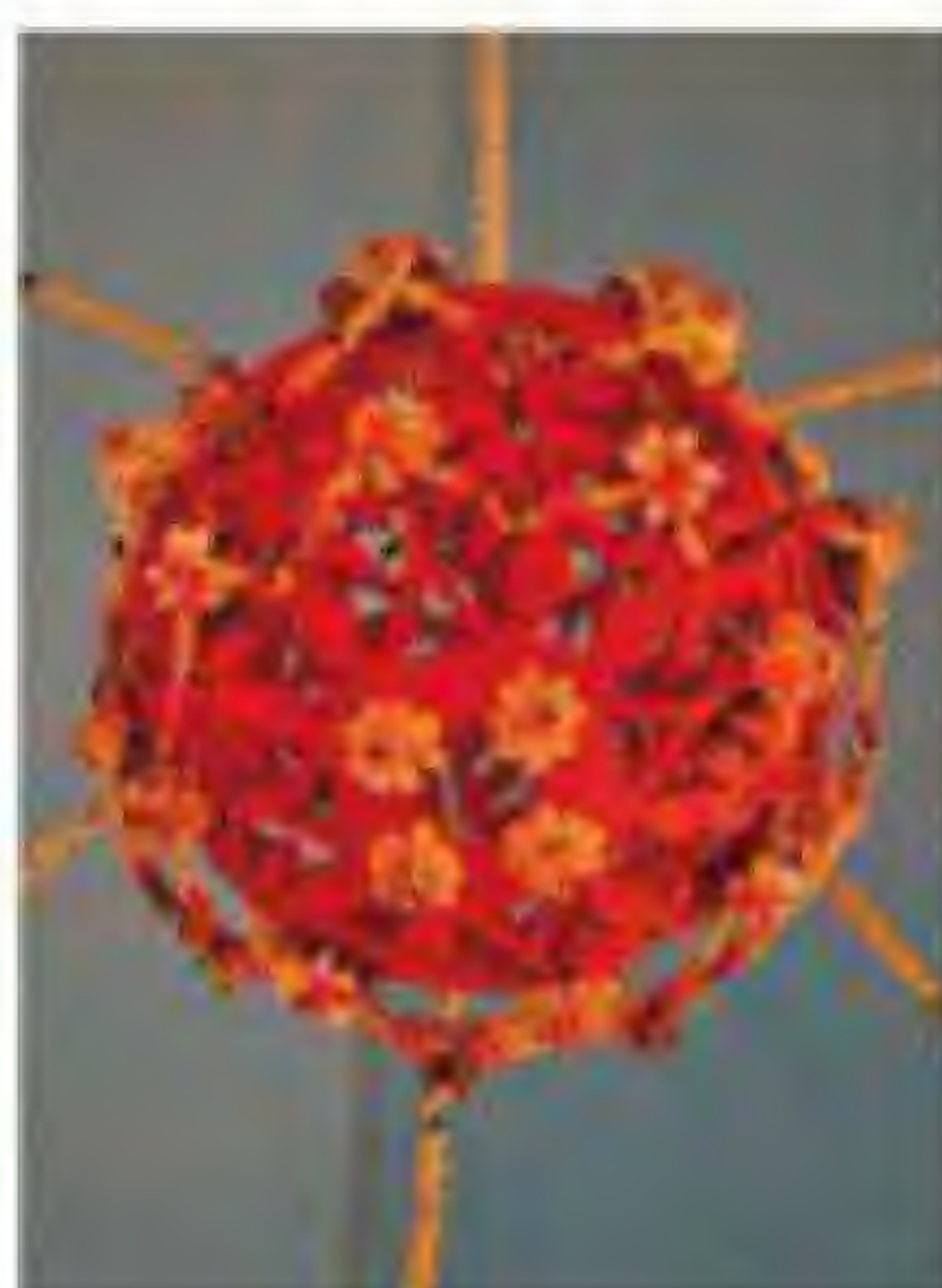
words:

Roger Lean-Vercoe

photography:

Roger Lean-Vercoe;

Rodolphe Holler



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Top right: *Seawolf* is escorted by bottlenose dolphins. Top left: Fakarava's main village, Tamakohua, has waterside chalets for divers

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GLISTENING IN SOUTH PACIFIC ISOLATION, THE BEST WAY TO EXPLORE FRENCH POLYNESIA'S FAR-FLUNG TUAMOTU ARCHIPELAGO IS A DIVE TRIP FROM THE COMFORT OF SUPERYACHT SEAWOLF

It is said that the human brain rarely forgets an aroma, and this was borne out by our arrival in Papeete. It was just after nightfall when our Air Tahiti Nui flight from LA touched down at Tahiti's Faa'a International Airport, and on entering the terminal the sweet and heady aroma of our welcoming *lei* – a garland made from Tahiti's national flower, the tiare – brought back pleasant memories of earlier visits to French Polynesia's far-flung islands. This flower has no set form and it is a local belief that each visit to these islands will, like the flowers, be uniquely enjoyable. We had high hopes that this would prove true as, on this trip, we would take in Tahiti and Moorea from the Society Islands, and voyage to the remote Tuamotu Archipelago, some 200 nautical miles to the east, on the 58 metre motor yacht *Seawolf*.

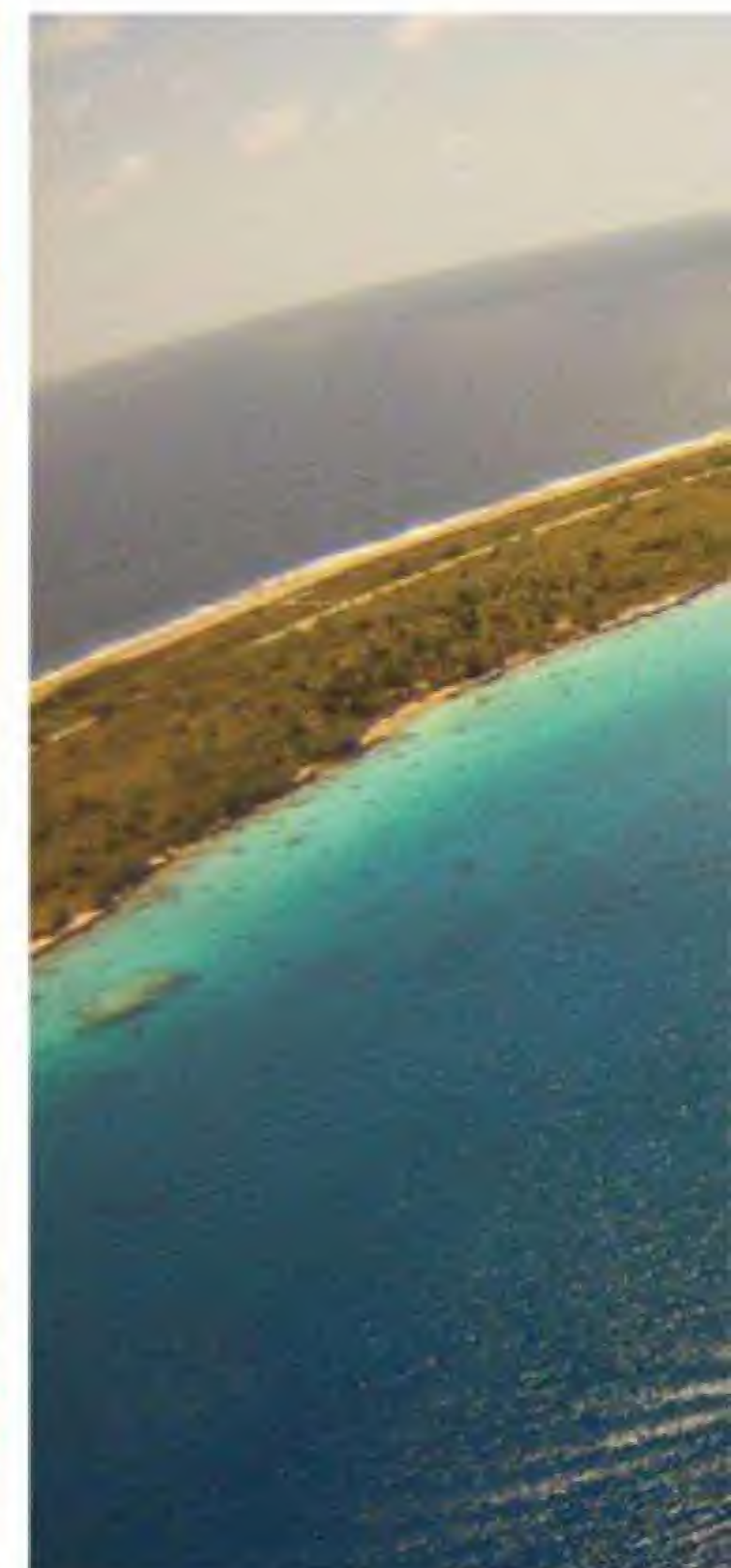
Just 10 minutes' ride from the airport, the glistening outline of *Seawolf* made an impressive sight alongside the quay in downtown Papeete. While this ISPS-approved berth may be a little more public than the nearby Taina Marina, it is more convenient for a yacht's guests, who can stroll into town at their leisure. We planned to stay in Papeete for a couple of days to acclimatise and recuperate.

Next morning, after a lazy start we did just that, walking into the charming town whose shops are a blend of those found in France, India and China. French culture was evident: *gendarmes* patrolled streets with familiar French names and road signs; the covered market rivals its counterpart in Antibes; and baguettes are the bread of choice.

Whale spotting

A call from Rodolphe Holler, our diving guide for the Tuamotus, changed the plan for the second day of recuperation. There were whales off the northern shore of Moorea, where he lives, and he invited us over to see them because they are less common in the Tuamotus. In the morning *Seawolf* headed across the 13 nautical mile strait that separates Moorea from Tahiti.

Like Tahiti, Moorea is a mountainous island with a dramatic skyline and a largely uninhabited interior. For yachtsmen, it offers two world-class anchorages on its north shore, unrivalled for their scenic beauty and security. The slightly larger one, Opunohu Bay, was more convenient for us and *Seawolf* was soon riding comfortably to her anchor, overlooked by



dramatic towering crags. *Seawolf's* nine metre Goldfish tender was soon speeding through the *passe* in the fringing reef, after which we paused for Holler to deploy a hydrophone to detect whales by their song. They were there all right, and not too far away. Sure enough, we saw a plume of spray break the horizon and, closing in, picked up 'footprints' on the water created by eddies from the whale's tail. Eventually a black body appeared in a rush of breath and spray as a hump broke the surface. Then excitement, as a much smaller back broke the waves – this was a mother and her calf; humpbacks. We followed this pair on their swimming and diving training, our only sadness being that they were moving too fast for us to snorkel with them.

Back aboard *Seawolf*, we headed for the Tuamotu Archipelago, a chain of 78 low coral atolls. At *Seawolf's* 10-knot cruising speed this was a 22-hour passage, but should charter guests feel a whole day of their holiday at sea is too much, it is easy to book into a top class resort hotel and relax on the beach for a day before making the same voyage by aircraft in just one hour.

With the sharks

Fakarava atoll – 32 nautical miles long by 13 wide – is, like all the Tuamotu islands, a narrow necklace of coral reef and sandbanks enclosing a huge, shallow lagoon dotted with coral outcrops. Our destination was the Passe de Tamakohua, or South Pass, at the other end of the atoll, one of the world's great scuba experiences.

Within minutes of launching the big tender we were speeding towards the *passe*. By any standards it was a superb dive: clear water, healthy coral and tropical fish in abundance, plus a handful of inquisitive grey reef sharks and black tip sharks. We surfaced, exhilarated, but Holler

assured us even better was to come the next day.

That evening we tested out *Seawolf's* newly constructed deck areas, enjoying a sundowner cocktail while admiring the panoramic views from the delightful bridge deck bar. Later we took dinner in the inside/outside upper deck dining room, wafted by the warm tropical breeze.

Next morning, while those who would dive later that day using rebreather sets did equipment training, the remaining guests headed for the little settlement of Tamakohua on the edge of the South Pass. Once the atoll's main village, it is now a tourist settlement for scuba divers, who stay in waterside chalets built from coconut wood and woven pandanus leaves. Later, we rolled into the water near the spot we had surfaced on the previous dive. Descending to 25 metres we found ourselves in a coral-lined, deep-water channel with superb visibility, where we were joined by grey reef sharks. As we drifted up the channel with the tide, their numbers increased until we were surrounded by the two-metre-long beasts, whose curiosity brought them within touching distance. This dive, into the shallower water of the lagoon, took us past increasingly colourful corals and fish including shoals of parrotfish and a huge, friendly Napoleon wrasse. It was one of those dives that on surfacing everyone tears out their mouthpieces and shouts, 'Wow! Wasn't that incredible?' We had swum with about 100 sharks.

Pearls

After a gourmet lunch aboard *Seawolf*, it was time for another shore excursion, to an area known as Pink Sands, a few kilometres southwest of the *passe*. This amazingly tranquil area just inside the reef offers glistening turquoise water surrounding tiny islets, edged by pristine pink-tinged sand.

Fakarava atoll – 32 nautical miles long by 13 wide – is a narrow necklace of coral reef and sandbanks enclosing a huge, shallow lagoon dotted with coral outcrops



Above and top: *Seawolf* cruises the archipelago in glorious isolation, while guests enjoy her hospitality. Left and top left: French Polynesia is famous for its diving, with an abundance of marine life – and for its coveted black pearls (below)





On the dive we ticked off barracuda and a few black tip sharks. Our second dive brought bottlenose dolphins that swam up like old friends and paused to be tickled



Opposite top: *Seawolf* explored alone – not a single other yacht was encountered during the cruise. Above: preparing for yet another fabulous dive, surrounded by sharks and vibrant coral



The plan was to sail overnight to Rangiroa atoll, the largest in Polynesia and about 160 nautical miles distant. Sunbathing on deck or a swim in the yacht's large pool were options but, feeling adventurous, we took the tender and called in on a local pearl farm. Greatly coveted jewels, black pearls are one of French Polynesia's main exports and the islands are dotted with pearl farms. This one, Hinano Pearls, is a small cottage industry operated by a couple of people who tend the oyster's whole life cycle: rearing them, seeding them and harvesting the pearls.

Moored near the North Pass for dinner, which was preceded by a glorious sunset, *Seawolf* slipped out of the lagoon on her 14-hour passage to Rangiroa, the muffled beat of her slow-revving engines creating a suitably soporific ambience.

At daybreak, we were off to Tiputa passe, one of the two entrances to Rangiroa's lagoon, renowned for its friendly dolphins. Half a dozen gambolled in *Seawolf's* bow wave, leaping and diving in evident pleasure. The anchor was dropped off the Kia Ora Resort, a newly rebuilt four-star resort hotel close to the atoll's airport, which offers an excellent stopover for guests wishing to avoid the long bash into head seas on the return to Tahiti.

Tickling dolphins

Tiputa is another world-class diving site. 'Diving the *passe* in an outgoing tide such as we have now can be dangerous,' explained Holler in his



briefing. 'The strong outgoing current, which descends rapidly once out of the *passe*, can carry you down to depths where survival is impossible – even when your buoyancy device is fully inflated.' Our dive was therefore on the coral wall outside the *passe*, well clear of danger. Again, visibility was up in the region of 50 metres, and we could see a manta ray gliding past in the distance. By the end of the dive we had ticked off a school of barracuda and a few black tip sharks. Our second dive in slack tide brought us closer to the *passe*, where a pair of bottlenose dolphins swam up like old friends and paused to be tickled – a truly rare experience.

In the poor weather next morning, being underwater seemed more attractive than being on top, so we planned a drift dive from ocean to lagoon in the atoll's second entrance, Avatoru *passe*. Descending to 22 metres, we were greeted by half a dozen huge silvertip sharks, which circled us as we excitedly snapped away with cameras. Following us towards the *passe*, they attracted a following of big-eye jack fish, while a few African pompanos with long trailing fins swam aloof, at a greater distance.

Just two hours after bidding farewell to *Seawolf* and her crew, we were back in Papeete, where the 'Monoï Trail' awaited. An article in a local magazine had applauded the benefits of an oil it claimed beautified the skin and, used as a massage, also calmed crying babies. This had to be seen, so Eric Vaxelaire, from the Monoï Institute,

offered a tour that took in all the aspects of the Monoï oil's production: harvesting the coconuts, extraction of the white flesh from which the oil is refined, and its blending with the tiare flower to create the scented Monoï. Following Tahiti's coastal road, these visits add interest to the scenic drive, especially if you stop for lunch, as we did, at Le Coco's – one of the island's great French-inspired restaurants.

Splendid isolation

With her first-rate, highly enthusiastic crew, great deck spaces, superb tenders and an 8.8 metre Herreshoff keelboat to play with, *Seawolf* is an ideal yacht for exploration, while Tahiti, with its excellent yacht support facilities, makes a great base. The only difficulty in visiting these islands lies in their isolated position near the centre of the South Pacific, but such distance is also their salvation. A superyacht is the only way to discover the whole region and dive its pristine seas in comfort, but the huge distances also mean relatively few yachts actually make the trip. On our brief cruise we did not encounter another yacht. Nor did we even skim the surface of French Polynesia's attractions, which are spread over 118 islands in five well-separated archipelagos. This is a cruising ground where one can stay almost indefinitely, yet still find new experiences. If cruising is your delight and you have not yet explored these islands, they must surely be on your wish list.

FACT FILE Tuamotu Archipelago

CONTACTS

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AIR FRANCE

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PORT DE PAPEETE

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GETTING THERE

Two airlines serve Tahiti. Air Tahiti Nui, the national carrier, operates six flights per week from Paris and Los Angeles. Air France operates two flights per week. Onward flights to the Tuamotu Archipelago, operated by Air Tahiti, land at Fakarava and Rangiroa, as well as several smaller atolls. Both these airports are open to private jets.

YACHT BERTHING

Marina Taina in Tahiti, close to Tahiti Faa'a International Airport and Papeete city amenities, offers French Polynesia's only modern facilities and stern-to berthing for yachts of up to 60m, with draughts of up to 15m. Facilities include fuel and a 220V/380V, 3-phase 60 Hz electricity with 60A to 120A supply. ISPS approved berths for larger yachts are available on the quayside at the centre of Papeete. A 3,800 tonne capacity dry dock with 17m beam and 140m length is available in Papeete, in addition to an 800 tonne capacity slipway and a 300 tonne capacity Marine Travelift.

YACHT AGENTS

Two companies are available to manage all requirements for visiting yachts: Tahiti Ocean and the smaller, but no less efficient, Tahiti Yacht Services. Both are based in or close to Marina Taina and offer a complete range of services for visiting yachts including clearances and crew visa requirements.

CHARTER

The 59m motor yacht *Seawolf* accommodates 12 guests in a spacious master cabin and five luxurious guest cabins. She is very well equipped for all the activities on offer in French Polynesia and can be chartered through Neil Emmott at YachtZoo (see details, far left).

DIVING

Tahiti Private Expeditions offers superyachts a highly recommended VIP service for customised diving, snorkelling and eco-tours. The company is also able to create a personalised movie of guests' diving experiences. The whale-spotting season, when the sight

of whales and their calves is guaranteed, lies between mid-July and mid-October, while the high season runs from June to September and over Christmas.

BLACK PEARLS

A reliable source of high quality black pearls is Tahia Pearls, BP1087 Papetoai, Moorea, French Polynesia.

GENERAL YACHT INFORMATION

The main port of entry is Papeete but yachts may also clear in Moorea, Raiatea, Huahine and Bora Bora. Those intending to visit Tahiti by yacht will find the Noonsite website useful: www.noonsite.com/Countries/FrenchPolynesia/Tahiti.

POLITICS

The Tahiti and Tuamotu Archipelagos are a semi-autonomous French Pays d'Outre Mer region with their own elected assembly and president.

FURTHER INFORMATION

For visa, weather and tourist information contact Tahiti Tourisme.



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CAPE 
YACHTING

EDITOR'S CHOICE



EDITOR'S CHOICE

Troyanda: a popular charter yacht gets a fresh look



Making her 'debut' at the Antigua Charter Show in December was this classically attractive 50m yacht. Originally launched in 2004 bearing the name *High Chaparral*, she quickly became a popular – and busy – charter yacht. She recently emerged from an eight-month soft refit, which included all-new interior furnishings to designs by HB Interior, a completely upgraded AV system – including some 3D televisions and a Kaleidescape system – and a fresh set of deck furniture from Glyn Peter Machin as well as general technical and cosmetic

maintenance. She also boasts a new range of toys.

The result is a fresh yacht with a warm, modern interior. There is accommodation for 10 in a main deck master suite, two doubles and two twins, with three Pullmans (two in the gym/massage room), which could serve as additional accommodation for staff or children. Her notably spacious sundeck offers guests a spa pool, sunbathing, a bar and flexible occasional/dining tables.

Troyanda will be based in the Caribbean for the winter and the Mediterranean for the summer.

TROYANDA

LOA: 50m

BUILDER/YEAR:

Feadship/2004 (refit 2010-11)

GUESTS/CREW: 10/12

LOCATION: Caribbean/Mediterranean

RATES: \$300,000 (winter); €250,000 (summer)

CONTACT:

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inflatables

Whispering Angel

Recently refitted, this performance flybridge design from ISA Yachts cruises at 27 knots.



LOA: 36.5m
BUILDER/YEAR: ISA/2008
GUESTS/CREW: 10/6
COST: €110,000 per week, plus expenses
LOCATION: Med

**CONTACT**

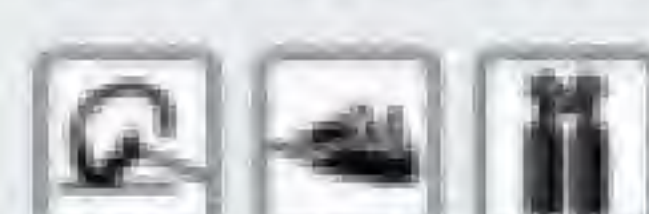
Bluewater Yachting
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www.bluewateryachting.com

Sarissa

The largest composite sloop to be delivered by Vitters shipyard in the Netherlands, she can accommodate up to eight.



LOA: 42.6m
BUILDER/YEAR: Vitters/2011
GUESTS/CREW: 12/6
COST: €115,000/€105,000 per week, plus expenses
LOCATION: Caribbean winter; then Med

**CONTACT**

Hill Robinson Yacht Management
David Price
tel: +33 492 90 59 59
email: david@hillrobinson.com
web: www.hillrobinson.com

Black Pearl

A lifting-keel performance sloop that combines fast and exciting sailing with a light and airy interior.



LOA: 23.6m
BUILDER/YEAR: Baltic Yachts/2008
GUESTS/CREW: 6/3
COST: €26,500/€25,000 per week, plus expenses
LOCATION: Caribbean

**CONTACT**

Ocean Independence
Barbara Müller
tel: +34 971 404 412
email: barbara@ocyachts.com
www.ocyachts.com

Indian Empress (ex-Al Mirqab)

An iconic yacht, known for hosting events, from 500 people to intimate dining parties.



LOA: 95m
BUILDER/YEAR: Oceanco/2000
GUESTS/CREW: 12/42
COST: €550,000 per week, plus expenses
LOCATION: Indian Ocean

**CONTACT**

Burgess
tel: +44 20 7766 4300
email: london@burgessyachts.com
web: www.burgessyachts.com

Aurora Dignitatis

The 27.03m raised pilothouse motor yacht sleeps nine in four cabins, each with bath.



LOA: 27.03m
BUILDER/YEAR: Ferretti/2008
GUESTS/CREW: 9/4
COST: \$38,000 per week Caribbean; €50,000 Med
LOCATION: Caribbean winter/Med summer

**CONTACT**

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www.fraseryachts.com

Huntress

This yacht's features include the owner's cabin observation lounge, a favourite place for guests.



LOA: 54.86m
BUILDER/YEAR: Feadship/1997 REFIT: 2005
GUESTS/CREW: 12/13
COST: \$275,000 per week, plus expenses
LOCATION: Caribbean

**CONTACT**

Sapphire Seas
tel: +954 760 4442
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www.sapphireseas.com

Ohana

Recently refitted, the sundeck features a bar, sunpads that surround the spa pool, and two areas for eating.



LOA: 46.94m
BUILDER/YEAR: Admiral/1998 REFIT: 2011
GUESTS/CREW: 10/10
COST: \$130,000 per week, plus expenses
LOCATION: New England summer; Caribbean winter

**CONTACT**

Northrop & Johnson
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email: amy.wachmann@northropandjohnson.com
www.northropandjohnson.com

Inception

The 12-person spa pool is the focal point of this 50m yacht, which offers one of the best sundecks on the water.



LOA: 50m
BUILDER/YEAR: Heesen/2008
GUESTS/CREW: 12/10
COST: From \$250,000 per week
LOCATION: Caribbean, Med

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Boat of the Month
The futuristic *Ocean Emerald*, **p144**



New to market
The latest signings, **p146**



Yacht sales
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Price updates
The latest price movements, **p150**



Marketplace
Our selection of yachts seriously for sale, **p152**

Market Analysis

Small but mighty sales

While the number of yachts sold at the largest end of the scale is fairly consistent, the entry level bracket from 24m to 40m has been lively

The burgeoning of smaller superyacht sales has been one of the most significant trends of 2011. Sales of existing yachts in the 24-30 metre category have grown steadily over the last three years to a 2011 tally of 80 by the end of November, with small superyacht specialist Sunseeker the year's most popular brand (11 were sold by the end of November).

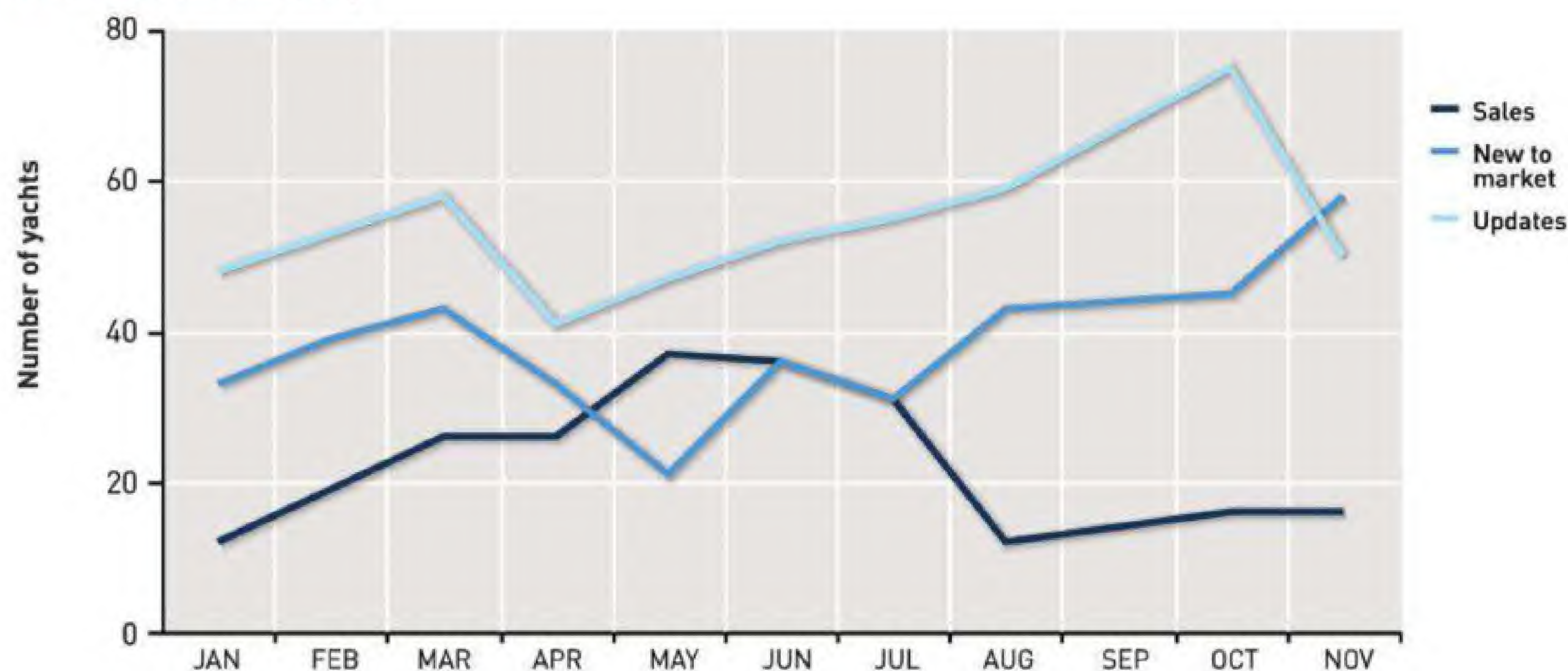
Although it has shown a less consistent year-on-year increase, the 30-40 metre category also looks extremely healthy, its figures having jumped from a 2010 total of 62, to 99 by the end of November 2011 – it was the year's most popular size-category.

Sales of smaller superyachts are always higher than those of their larger counterparts, but the distance they are leaving between themselves and other size brackets is increasing. These sales have contributed significantly to overall sales in 2011. This is a positive sign that suggests buyers shaken by the GFC tentatively returning to the market – one would expect this clientele to start small.

Michael Payne, chief commercial officer of Camper & Nicholsons International believes the amount buyers are willing to pay has risen to meet sellers' (now more realistic) expectations. 'Buyers and sellers are finding more common ground and are more readily able to agree prices than over the last two years,' he says. 'Most sellers now appreciate that if they want their boat to sell they have to price it accordingly, whilst buyers have stopped talking exclusively about distress deals and bank repossessions. They are now looking for more sincere value driven deals. They also want assurance that the yacht they are buying has been well maintained and is a good investment overall.'

Richard Lambert, managing director of Oceanstyle thinks that buyers are also acutely aware of running costs – and smaller yachts are generally cheaper to run. 'One of the first questions we get is what the fuel consumption is – we just weren't getting that three to four years ago,' he says – although he notes, 'In the last few months of 2011 we've seen more enquiries for

2011 Market Activity



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FRASER YACHTS

performance yachts such as Predators and Mangustas.'

But from a buyer's point of view, low running costs are no longer enough to keep small yachts from the market. Claude Niek, managing director of French brokerage house CSO Yachts, which specialises in the 30-44 metre range believes the bleak global economy forced a huge number of 24-30 metre yachts to sale. Because there are more of these than larger yachts, competition slashed their prices. 'A lot of these boats are on the market, and even the smallest boats that were not affected by the prices initially because maintenance was not so drastic and could be left with very few crew members, now they are on the market as well.'

But increasing wealth may also have played a role in the high number of 24-30 metre yachts sold.

'We've seen an increase in buyers from Brazil and slightly more business in Asia and Malaysia,' says Lambert. 'Brazilians are buying 20-30 metres; Indians as well – we have an office there. They will swiftly move to bigger yachts, as happened in Russia.'

But why then do 34-40 metre sales look so healthy – given smaller yachts are available? Claude Niek believes tentative entrants to the market may be getting a leg-up by price cuts.

'There is quite a lot of negotiation on the prices, and people who were inclined to buy a 24 metre, they are almost ready now with the same amount of money to get a 31/32 metre. The market has been translated from the 25/30 metre to the 30/40 metre.'

Richard Lambert believes the repercussions of the economic crash may continue to affect sales in the 24-30 metre bracket. When the crash occurred a large number of yachts of this size were being built. Dealers were left with a glut they were forced to sell cheaply. Since the number of buyers was shrinking and the price gap between a new build and an existing yacht was growing, builders stopped producing them except to specific orders. This means that as demand recovers, builders will take time to crank up to previous levels – and the brokerage market could benefit.

'In 2008 dealers ended up with a lot of stock,' says Lambert. 'The brakes were put on construction – there aren't now the number of new boats on the market so eventually there'll be a lack of newer product. It is going to take a while to ramp up production to meet demand, so the brokerage market will pick up.'

So at least for the brokers and buyers of existing yachts, the cloud of the GFC may have a silver lining.

WEB: www.boatinternational.com/news

BOAT OF THE MONTH



Ocean Emerald

Foster & Partners' futuristic 41m

Filippo Rossi at **Floating Life Charter & Brokerage** has now signed as the central agency for sale of the futuristic 41m motor yacht *Ocean Emerald*. Designed by Foster & Partners and built to RINA class by Rodriguez in 2009, this spectacular and contemporary floating masterpiece has been designed with a strong emphasis on space and light and has five suites for up to 12 guests.

Throughout the yacht's interior, the architects maximised the natural light by incorporating extensive floor-to-ceiling windows and walls of light-coloured hardwoods with high-gloss finishes.

The design is most successful in the master suite, a full-beam area with two private terraces. Further accommodation is in two double VIP suites and two twin cabins, each with a Pullman berth.



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CHARTER 275 000 EUR

CENTRAL AGENT



AMELS 2010 • 52 m • 15.5 knots • 11 guests • 5 cabins

FOR SALE



SERAFIMA

CHARTER 130 000 EUR

CENTRAL AGENT



MONDOMARINE 2005/2010 • 40 m • 19 knots • 10 guests • 5 cabins

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NEW TO THE MARKET

November
in numbers

Total
new yachts
on market
57

Total length
1,901
metres

Average asking
price (24-30m)

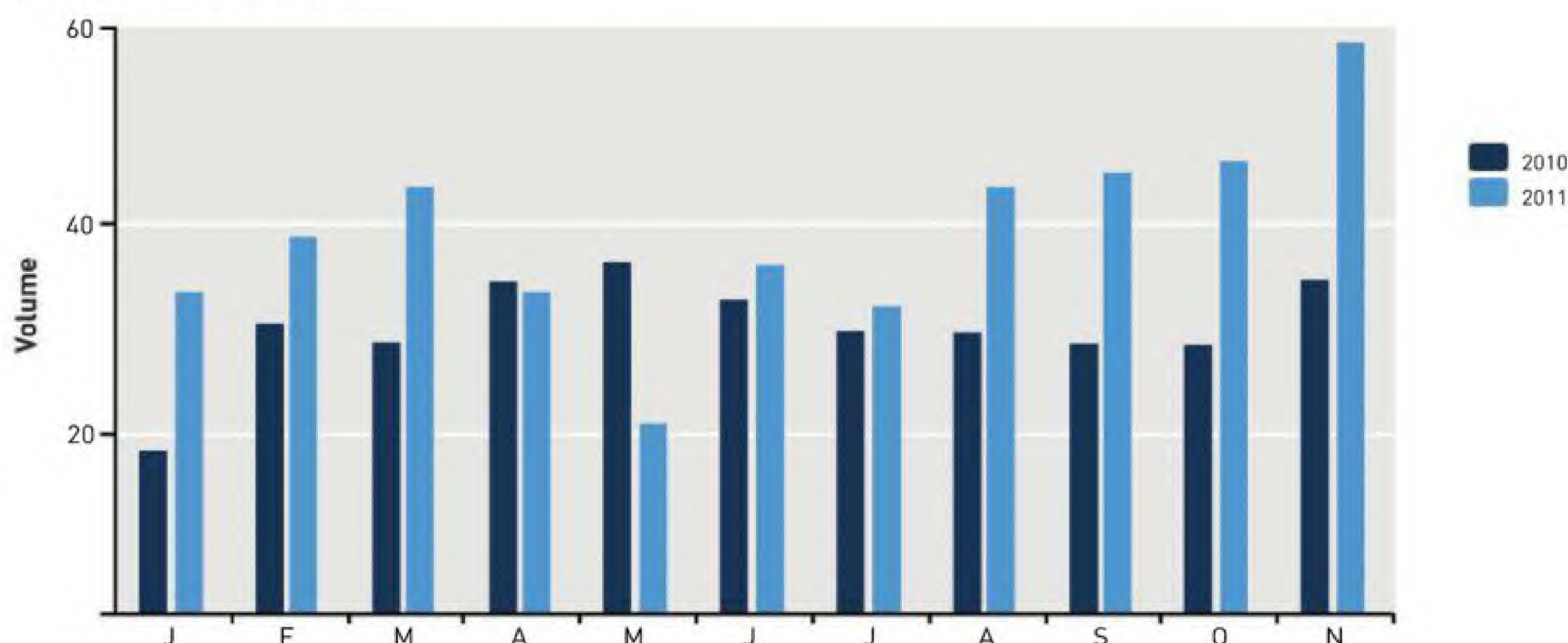
€2.5
million

Price per metre
(24-30m)

€34
thousand

name	asking price	yard	type	loa (m)	broker
50m+					
Bel Abri	€33.9m	Amels	MY	52.3	Merle Wood Et Associates
Polarsysse	€3m		MY	50	Hugheship
35-50m					
Streamline II	€17.5m	Modomarine	MY	49.3	International Yacht Collection
Tuscan Sun	\$22.5m	Izar	MY	44.8	Fraser Yachts
Diane	€17.95m	Benetti	MY	43	Ocean Independence
Sea D	\$12.9m	Proteksan	MY	39.4	Ocean Independence
Montana Moon	\$3.395m	Hatteras	MY	36	Ardell
25-35m					
Puma	€3.5m	Falcon	MY	34.2	Ocean Independence
Perla Nero	€4.9m	Cyrus Yachts	MY	33.2	Camper Et Nicholsons International
Trotter	\$1.2m		MY	32	Camper Et Nicholsons International
Negara	€4.2m	Mangusta	MY	31.4	Camper Et Nicholsons International
Cyclos II	€1.95m	Sparkman Et Stephens	SY	28.33	Ocean Independence
Anaisa	\$3.495m	Johnson Yachts	MY	26.5	Ardell
Arkadia	\$800,000	Italcraft	MY	25.6	Ocean Independence
Peleu K	€2m	Mangusta		25.07	Fraser Yachts
Ma Et Ma	€2.35m	Maiores	MY	24	Fraser Yachts

New to the Market



SPOTLIGHT: new to the market

**S Cape**

The largest and oldest superyacht to enter the market in November, the 57.2m *S Cape* was built by Holland's Cammenga yard in 1978 and refitted in 2004 and 2009. She is listed for sale by **Burgess** asking €14.95 million.

**Lady Linda**

The newest yacht on the market is Trinity's 56.9m *Lady Linda*. Recently launched and due for delivery in March 2012, **International Yacht Collection** has her for sale at \$49.8 million.

**Arkadia**

Yacht turnover is on the increase, exemplified by the sale in June 2011 of the 25.6m motor yacht *Christaldi's* and now back on the market renamed *Arkadia*, listed by **Ocean Independence** at \$800,000.

**Mistral 55**

One of the world's fastest motor yachts is on the market. Pershing's 35.37m *Mistral 55*, capable of speeds up to 52 knots, is listed for sale by **Camper & Nicholsons** asking €7.95 million.

**Ma & Ma**

For those wondering about this yacht's curious name, she's called after the first two letters of her owners' forenames and is for sale at **Fraser Yachts** listed at €2.35 million.



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68 meters – Nobiskrug, Germany – 2006

€49.750.000

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YACHT SALES OVER 24M.....

November in numbers

Total yachts sold

16

Average length

34.24 metres

Average final asking price (30-40m)

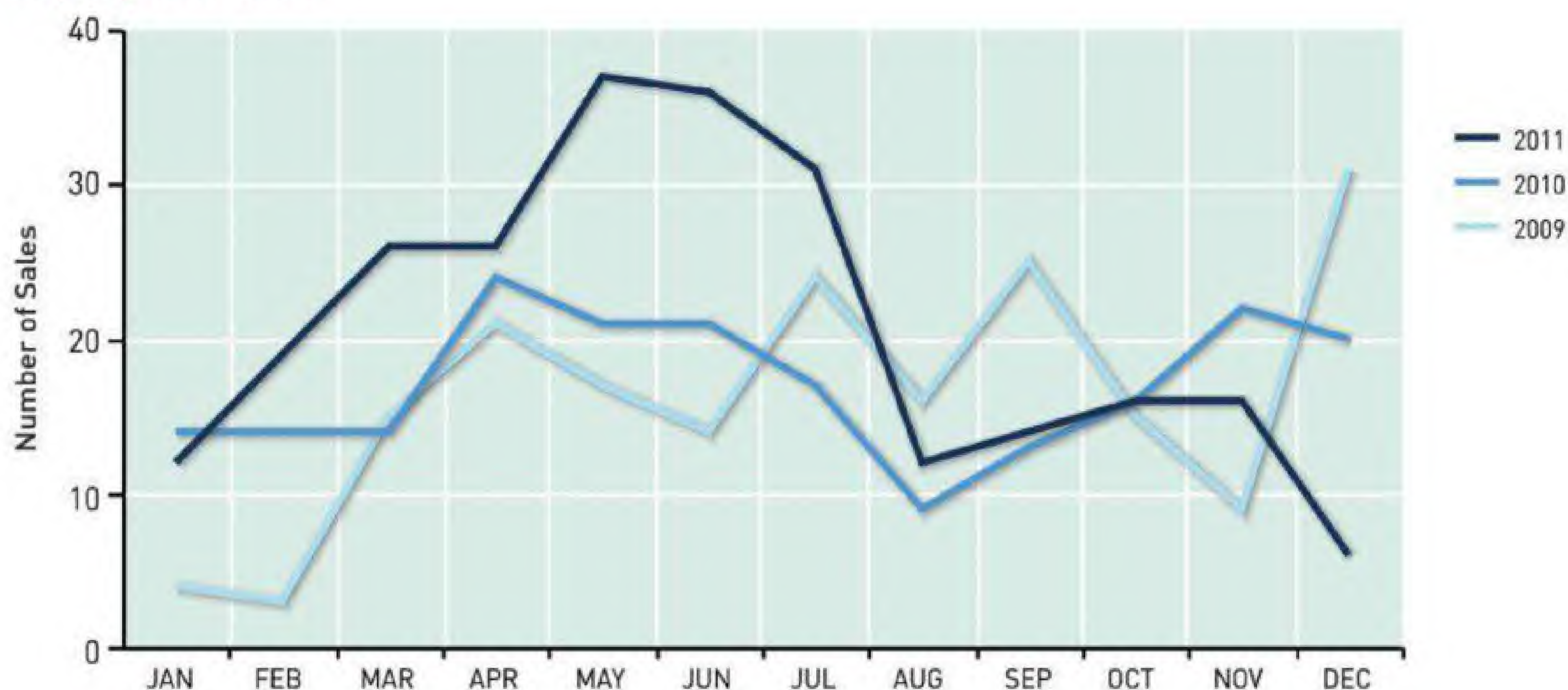
€4.4 million

Average price/metre (30-40m)

€136 thousand

name	asking price	yard	type	loa (m)	buyer's broker	seller's broker
40m+						
<i>Lady Lola</i>	€36.8m	Oceanco	MY	62.6m	Merle Wood & Assocs	Merle Wood & Associates
<i>Project Zentric</i>	€5.9m	Heesen Yachts	MY	44m	Nakhimov Yachts	
<i>Bossy Boots II</i>	\$8.9m	Intermarine	MY	41.5m	Denison & Daves	Merle Wood & Associates
<i>Life's Finest II</i>	\$6.2m	Northcoast	MY	40.23m	Island Times Ventures	Merle Wood & Associates
30-40m						
<i>Catalonian Spirit</i>	\$10.5m	Inace	MY	36.15m	Bartram & Brakenhoff	Camper & Nicholsons
<i>Surprise</i>	€9m	McMullen & Wing	MY	35.05m	Aquacruise	Fraser Yachts
<i>Claire</i>	\$3.495m	Broward Marine	MY	34.77m	RJC Yachts	Merle Wood & Associates
<i>G Whiz</i>	€1.95m	Brooke Marine	MY	33m	Olympic Marine	Olympic Marine
<i>Anamcara</i>	€3.7m	Jongert	SY	31.1m	Dahm International	Dahm International
<i>Bojangles</i>	€2.1m	Falcon	MY	30.69m	CSO Yachts	CSO Yachts
<i>Never say Never</i>	TBC	Camper & Nicholsons	SY	30.4m	Edmiston	Edmiston
<i>Sindomemo</i>	€4m	Yachting Developments	SY	30.48m	Fraser Yachts	Fraser Yachts
20-30m						
<i>Sceptre</i>	€1.9m	Camper & Nicholsons	SY	27.7m	David East Yachting	David East Yachting
<i>Santa Valentina</i>	€2.4m	Horizon	MY	26.5m	Bluewater	Bluewater
<i>Cork Trick</i>	\$1.75m	Lazzara	MY	24.4m	Tom George Yacht Gp	Tom George Yacht Group
<i>Triple Net</i>	€595,000	Hatteras	MY	24.4m	Atlantic Yacht & Ship	Northrop & Johnson

Superyacht sales



SPOTLIGHT: sales over 24m



Lady Lola

The largest yacht sold in November was the 62.6m motor yacht *Lady Lola*, with Cromwell Littlejohn and Merle Wood at **Merle Wood & Associates** acting for the buyer and Antoine Althaus of **Fraser Yachts** representing the seller. Built in 2002 by Oceanco to a design by The 'A' Group, *Lady Lola* was asking €36.8 million.



Never Say Never

Neophyte yacht broker Tom Lilley at **Edmiston & Company** earned his spurs with his first sale as he acted for both buyer and seller to close on the sale of the 30.4m sailing yacht *Never Say Never*. Built in aluminium in 1989 by Camper & Nicholsons to a Ron Holland design, it was refitted in 2006 and has been renamed *OYA*.



Life's Finest II

The fastest transaction was the sale of Northcoast's 40.23m motor yacht *Life's Finest II*. John Cohen at **Merle Wood & Associates** signed her for sale just before the Fort Lauderdale show, she was seen at the show and the deal was completed within a month. Built in 1995, she was asking \$6.2 million.



Catalonian Spirit

The most protracted sale was the eight months between initial expression of interest and final completion on Inace's steel and aluminium 36.15m motor yacht *Catalonian Spirit*, a central listing with Fernando Nicholson at **Camper & Nicholsons** and sold by Bartram & Brakenhoff asking \$10.5 million.



Project Zentric

Alone among all second-hand sales reported in November stands *Project Zentric*, a 44m new construction motor yacht project at the Heesen yard, with delivery due in April 2012. A semi-displacement yacht with five cabins and a top speed of 25 knots, she was sold by **Nakhimov Yachts** and was asking €25.9 million.

CODECASA 49.90mt – DAKOTA (ex MONEIKOS)

An excellent example of top quality Italian shipbuilding, DAKOTA is a beautiful 50 meter motor yacht with a steel hull and aluminum superstructure. Built in 2000 by the famous Italian shipyard Codecasa, DAKOTA has luxury, style and timeless elegance: the perfect combination for a yacht of this size and range offered for sale at a very attractive price.

Full-beam owner's suite on main deck – 5 guest cabins – Spacious and comfortable sun deck – Excellent condition – Competitive price – VAT paid / **Asking price € 11,400,000**



CASTAGNOLA 33mt – MARGHERITA

Built in 2009 by Cantieri Navali Tigullio she is the real opportunity to purchase a brand new yacht at a very attractive price. Steel hull and aluminium superstructure, this charming displacement motor yacht accommodates 10 guests in one owner, 2 very spacious VIPs and 2 guest cabins. Only 130 engine hours, underway and zero-speed stabilizers, R.I.NA Charter Class are only some of the key features which make MARGHERITA one of the best value-for-money yachts on the market.

2009 - Cantieri Navali Tigullio - 108'/33mt - Accommodation for 10 in 5 cabins plus crew - 2 X MAN 1100 Hp / **Asking price € 5,800,000**



NAUTAYACHTS

PRICE UPDATES

November in numbers

Total number of yachts

50

Total reduction

€71 million

Average reduction

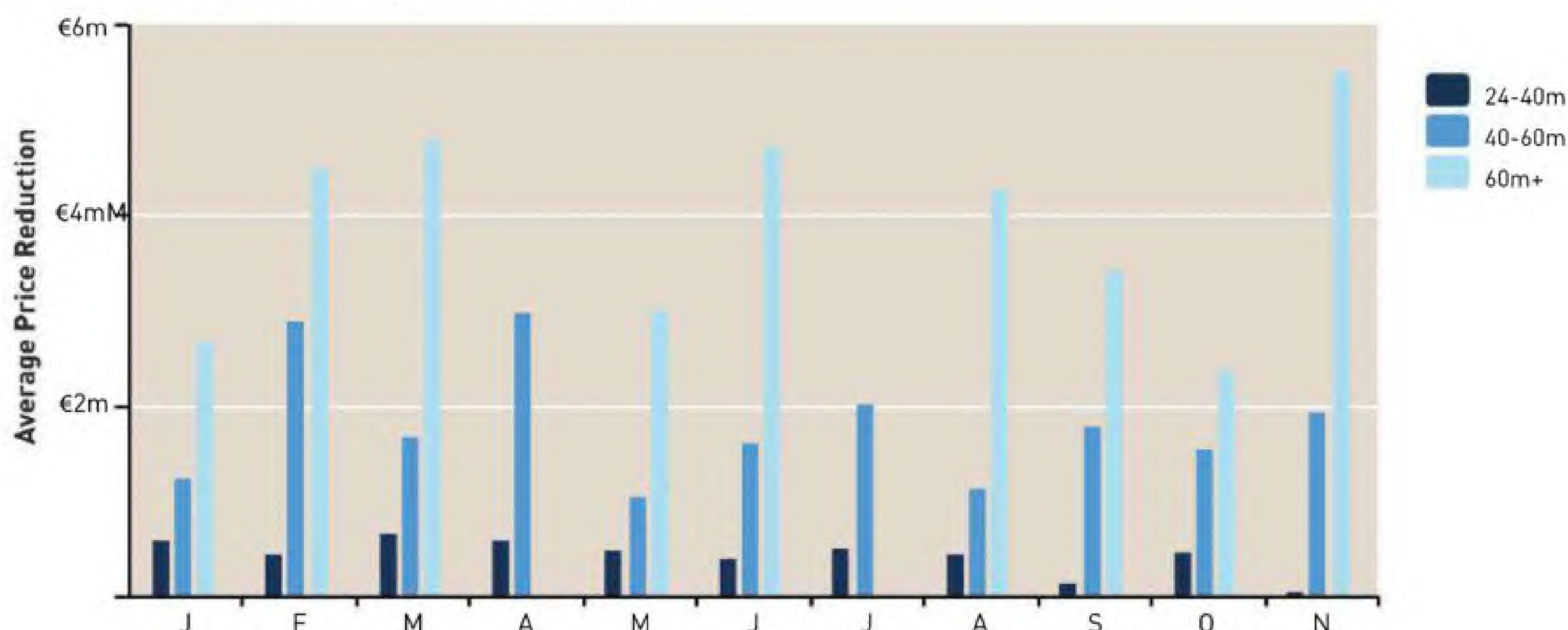
€1.4 million

Average reduction as % of asking price

18%

name	loa (m)	reduction	new price	yard	type	broker
50+m						
Triple Seven	68	€5m	€49.75 m	Nobiskrug	MY	Edmiston & Company
Noble House	52.88	\$4m	\$25m	Sensation	MY	Burgess and Northrop & Johnson
Alibi	51	€4m	€15.75 m	CBI Navi	MY	Fraser Yachts and Merle Wood & Associates
Mia Elise	49.9	\$1.4m	\$33.5m	Trinity	MY	International Yacht Collection
Antara	46.3	€0.5m	€10m	Perini Navi	SY	Merle Wood & Associates
Princess Sarah	43.3	\$2m	\$17.9m	Richmond Yachts	MY	Fraser Yachts
Enterprise	43.3	€0.95m	€6.95	Perini Navi	SY	Camper & Nicholsons International
40-50m						
My Colors	39.62	\$1m	\$10.495m	Westport	MY	Merle Wood & Associates
Snowbird	39	Currency change	\$30m	Hakvoort	MY	Edmiston & Company
Rominta	38	€425,000	€1.775m	Baglietto	MY	Camper & Nicholsons International
News	36.8	\$1m	\$2.475m	Denison	MY	Merle Wood & Associates
Hide Out	34.14	\$1.105m	\$6.795	Westport	MY	Camper & Nicholsons International
Aventura	33.2	€0.5m	€4.995m	Danish Yachts	SY	Yachting Partners International
30-40m						
Gaveira Cuerta	26.3	€1m	€600,000	Astondoa	MY	Engel & Volkers
Mrs Robinson	25.85	€295,000	€1.2m	Troy Marine	MY	Ocean Independence
Acadia	25.6	\$1m	\$3.9m	Lyman Morse	MY	International Yacht Collection

2011 Average price update by length



SPOTLIGHT: price updates



Triple Seven

**REDUCED BY €5m
NOW €49.75m**

The biggest price reduction in November was on the 68m motor yacht *Triple Seven*, jointly listed by **SuperYachtsMonaco** and **Edmiston & Company**. Delivered in 2006 by Germany's Nobiskrug yard, this superyacht has had significant upgrades made.



Gaveira Cuerta

**REDUCED BY €1m
NOW €600,000**

By far the steepest fall was a 62.5 per cent reduction on the 26.3m motor yacht *Gaveira Cuerta*, listed by **Engel & Volkers** and cut for a quick sale. Built by Astondoa in 1993, she sleeps 10 guests in a master suite and four double cabins, all en suite.



Snowbird

**CURRENCY SWITCH
NOW \$30m**

The travails of the euro are mirrored in the number of owners switching prices from euros to dollars. Hakvoort's 39m motor yacht *Snowbird* has moved from €22 million to \$30 million. For sale at **Edmiston & Company**.



Acadia

**REDUCED BY \$1m
NOW \$3.9m**

The pricing of the 25.6m Lyman Morse *Acadia* offers a reflection on the state of the market. In 2009 she was reduced from \$8.542 million to €5.9 million; In July 2011 she was \$4.9 million and now is \$3.9 million through **International Yacht Collection**.



My Colors

**REDUCED BY \$1m
NOW \$10.95m**

The time lag between a yacht entering the market and her first price reduction continues to shorten, as the 39.62m Westport motor yacht *My Colors* was listed by **Merle Wood & Associates** at \$11.95 million and a month later is asking \$10.95 million.



Riva 86' Domino | 26.00 m. | 2012 NEW
Price on request



Riva 92' Duchessa | 28.00 m. | 2010
€ 5.850.000,00 VAT paid



CRN 128 | 39.60 m. | 2009
€ 10.750.000,00 Commercial flag



Ferretti 750 HT | 22.00 m. | 2011 NEW
Special price on request



Pershing 92' | 27.96 m. | 2012 NEW
Price on request



Riva Sportriva 56' | 17.57 m. | 2008
€ 1.485.000,00 VAT paid



Riva Rivale | 16.12 m. | 2008
€ 1.050.000,00 VAT paid



Ferretti 630 | 19.96 m. | 2007
€ 1.395.000,00 VAT paid



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As the number of large yachts in the Mediterranean and Caribbean swells and the appeal of another summer in a busy marina diminishes, thoughts turn to 'getting away from it all' – the further and more exotic the better. An explorer yacht is one of the most compelling ways of doing this, and it is hardly surprising they are enjoying a renaissance, as the savvy few plot their escapes to Greenland, Alaska, the Amazon, Patagonia and the South Pacific. While some undertake extensive refits of commercial ice-classed vessels or build their explorers from scratch, those with a yen to just get up and go might do well to take a look at this line-up...

€950,000



Zeewoelf

25.42M | DE VOORUITGANG | 1960

Built in 1960 as a North Sea fishing cutter, the 25.42m steel-hulled *Zeewoelf* was completely refitted as a luxury explorer yacht in 2002. She comes with teak finishing and exceptional amenities, and has an eight knot cruising speed, which gives a 4,000nm range, and a top speed of 10 knots. Broker: **Sea Independent**

€25,000,000



Bleu de Nîmes

58.70M | CLELANDS | 1980

Bleu de Nîmes was built for the Royal Navy as a degaussing ship, but was never commissioned, and when her present owner bought her some years later she was converted into a luxury yacht. Now a no-nonsense long-distance cruising vessel, her 12,000nm range can take you anywhere in the world. Broker: **Edmiston**

€16,000,000



Atmosphere

45.40M | ASENAV | 2006

Serious adventurers need to carry the means of getting to inhospitable shores and exploring difficult terrain. *Atmosphere* provides a complete aero maritime transportation system: two Bell 407 helicopters, a Zodiac Hurricane 920 RIB, two 23 Jet tenders, 10 kayaks, 10 inflatable kayaks and 36 fishing skiffs. Broker: **Edmiston**

\$49,000,000



Ulysses

59.74M | TRINITY YACHTS | 2006

The appeal of an ice-classed yacht like *Ulysses* is its anonymity and capaciousness. There is no need for a support vessel when you can carry all the toys and vehicles you require, and you can enjoy the luxury of a superyacht within a commercial-looking exterior. At a cruising speed of 12.5 knots, her range is 6,000nm. Broker: **Burgess**

SPOTLIGHT: seriously for sale



Yosh II

€5,950,000

This canoe stern classic, launched in 2009 with steel hull and aluminium superstructure, was built by Benetti Sail Division. Her interior is finished in American cherry with white panelling throughout, while the saloon features wide teak planking underfoot.



Zamboanga

€2,000,000

This 27m has an all silver painted exterior. 'She is worth looking at in the port of Nice,' says Vassilis Fotilas of **Fraser Yachts**. Designed by Paolo Calviari and built in Italy by Arno in 2002, *Zamboanga* has accommodation for six in three cabins, and a 30-knot cruising speed.



Stella Fiera

€3,300,000

Built in 1998, this motor yacht is from the Benetti Classic 115 series with a François Zuretti interior and a 3,200nm range. 'The impeccably maintained Benetti Classic *Stella Fiera* is lying in San Remo, ready to set sail with her new owner,' says Tomaso Polli at **Edmiston**.



Why Worry

€17,750,000

Launched only last summer, this 43m Baglietto/Rossi Navi motor yacht has much going for it: Francesco Paszkowski styling, interior design by the Portuguese studio Aranhas & Vasconsuelos and bang up-to-date technology, equipment and facilities.



Katia

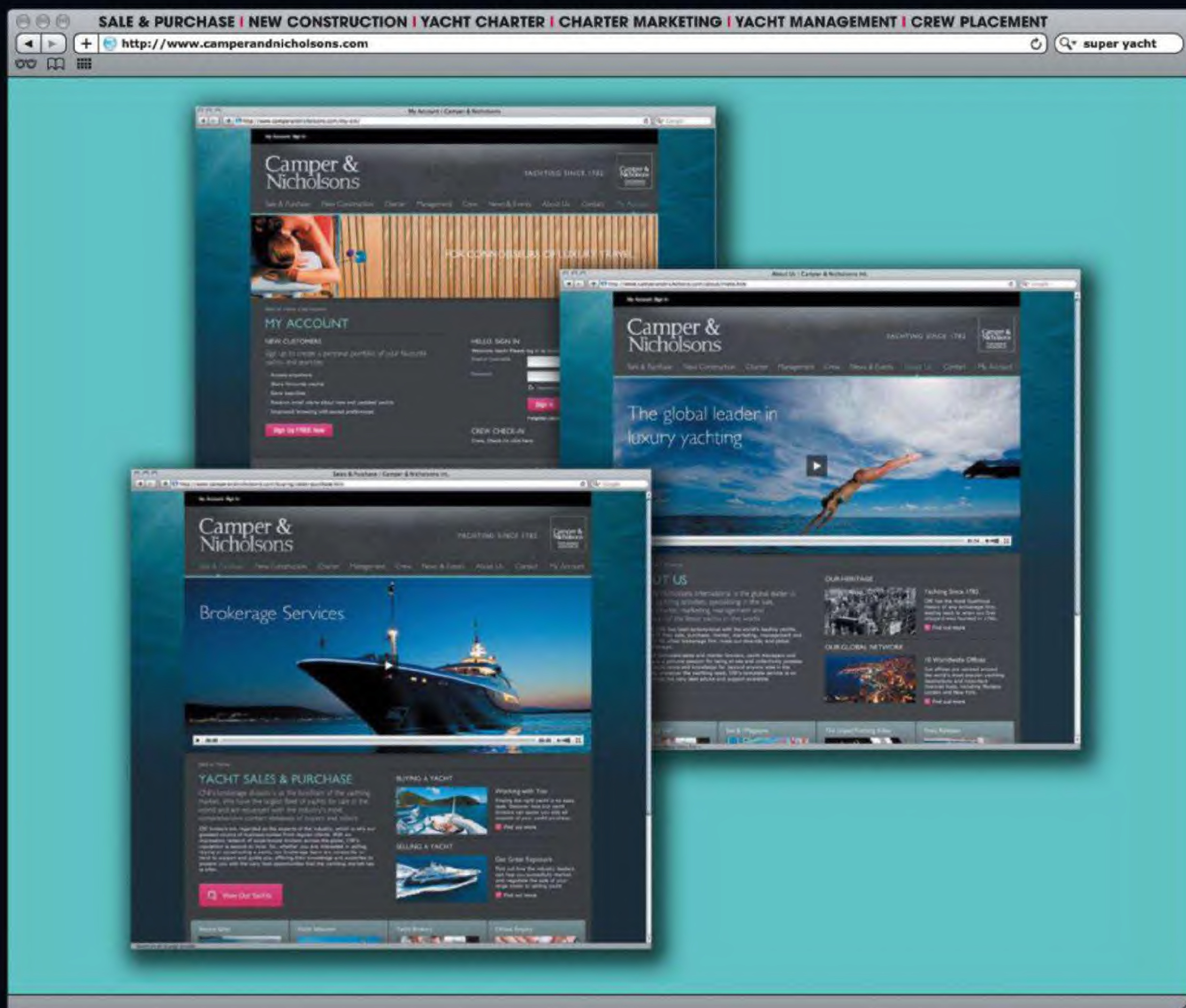
€2,200,000

A Versilcraft Planet 105 built in Italy, *Katia* is a yacht that engenders loyalty – she has had only one owner, a captain who has been with her since she was under construction and a crew of five that has kept her in perfect condition.

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BARAKA 58m/190'3, Proteksan Turquoise, 2010, Asking price: €40,000,000
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CLEOPATRA 56.7m/186'1, Amels, 1985/2009, Asking price: €13,000,000
JEAN-MARIE RECAMIER ☎ +33 (0)4 92 912 912 ✉ jmrecamier@camperandnicholsons.com



MARAYA 64.2m/177'9, CRN, 2008, Asking price: €36,500,000
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QM OF LONDON 49.9m/163'8, Benetti, 1998, Asking price: €9,900,000
MICHAEL PAYNE ☎ +377 97 97 77 00 ✉ mpayne@camperandnicholsons.com



IDYLLWILD 44.2m/145', Benetti, 2005, Asking price: €14,950,000*
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LIBRA STAR 43.6m/145', Benetti, 2008, Price on Application
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SOFIA 3 42.75m/141', Baglietto, 2008, Asking price: €17,750,000
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IL CIGNO 42.3m/138'9", Nicolini, 1985/2002, Asking price: €4,500,000
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PRICE REDUCTION
FAMILY DAY 41m/134'6", Codecasa, 2007, Asking price: €9,975,000
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TIM LANGMEAD ☎ +44 (0)20 7009 1950 ✉ tlangmead@camperandnicholsons.com

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MAJOR PRICE REDUCTION

BEVERLEY 36.6m/120', Benetti Classic, 2008, Asking price: €8,950,000 - Available for Charter
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GASTON LEES-BUCKLEY ☎ +33 (0)4 92 912 912 ✉ gleeesbuckley@camperandnicholsons.com



ANDIAMO 36.6m/141', Benetti, 2006*, Asking price: €8,800,000
FERNANDO NICHOLSON ☎ +1 305 604 9191 ✉ fnicholson@camperandnicholsons.com

OSPREY 34.8m/114', Hugh McLean & Sons, 1953/2010, Asking price: €1,900,000
MICHAEL PAYNE ☎ +377 97 97 77 00 ✉ mpayne@camperandnicholsons.com



MACA 28.3m/92'1", Benetti Sail Division, 2008, Asking price: €3,950,000
STEEN CHRISTENSEN ☎ +34 971 40 33 11 ✉ schristensen@camperandnicholsons.com
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MAJOR PRICE REDUCTION

ENTERPRISE 43.3m/142', Pedini Navl, 1989, Asking price: €6,950,000

JEREMY COMFORT ☎ +33 (0)4 92 912 912 ✉ jcomfort@camperandnicholsons.com

BUSHIDO 37.5m/123', Cek-Lift / Paolo Scanu, 2004, Asking price: €3,250,000

JEAN-MARIE RECAMIER ☎ +33 (0)4 92 912 912 ✉ jmrecamier@camperandnicholsons.com

ONLY NOW 32m/104', CNB, 2002, Asking price: €4,750,000

MICHAEL PAYNE ☎ +377 97 97 77 00 ✉ mpayne@camperandnicholsons.com

LADY THURAYA 31m/101'3", Dubois-Yoss, 1982/2009, Asking price: €2,900,000

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ABILITY, Mangusta 130, 2004

Asking: Euro 9,950,000 Charter from: Euro 42,000 per week
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ODYSSEY, Rodriquez 38, 2008

Asking: Euro 8,900,000
11 Guests Lying: West Mediterranean

Joint Central Agents for Sale



BLUE ANGEL, Leopard 34, 2005

Asking: Euro 4,000,000
9 Guests Lying: West Mediterranean

Central Agents for Sale



MATANTHAR, Heesen 30m, 2000

Asking: Euro 4,245,000
8 Guests Lying: West Mediterranean

Central Agents for sale



ONE O ONE, Ferretti Custom Line 94, 2003

Asking: Euro 2,950,000 Charter from: Euro 42,000 per week
9 Guests Lying: West Mediterranean

Central Agents for
Sale and Charter



VON FILTH, Alfamarine 78, 2007

Asking: Euro 2,750,000 Charter from: Euro 32,000 per week
7 Guests Lying: West Mediterranean

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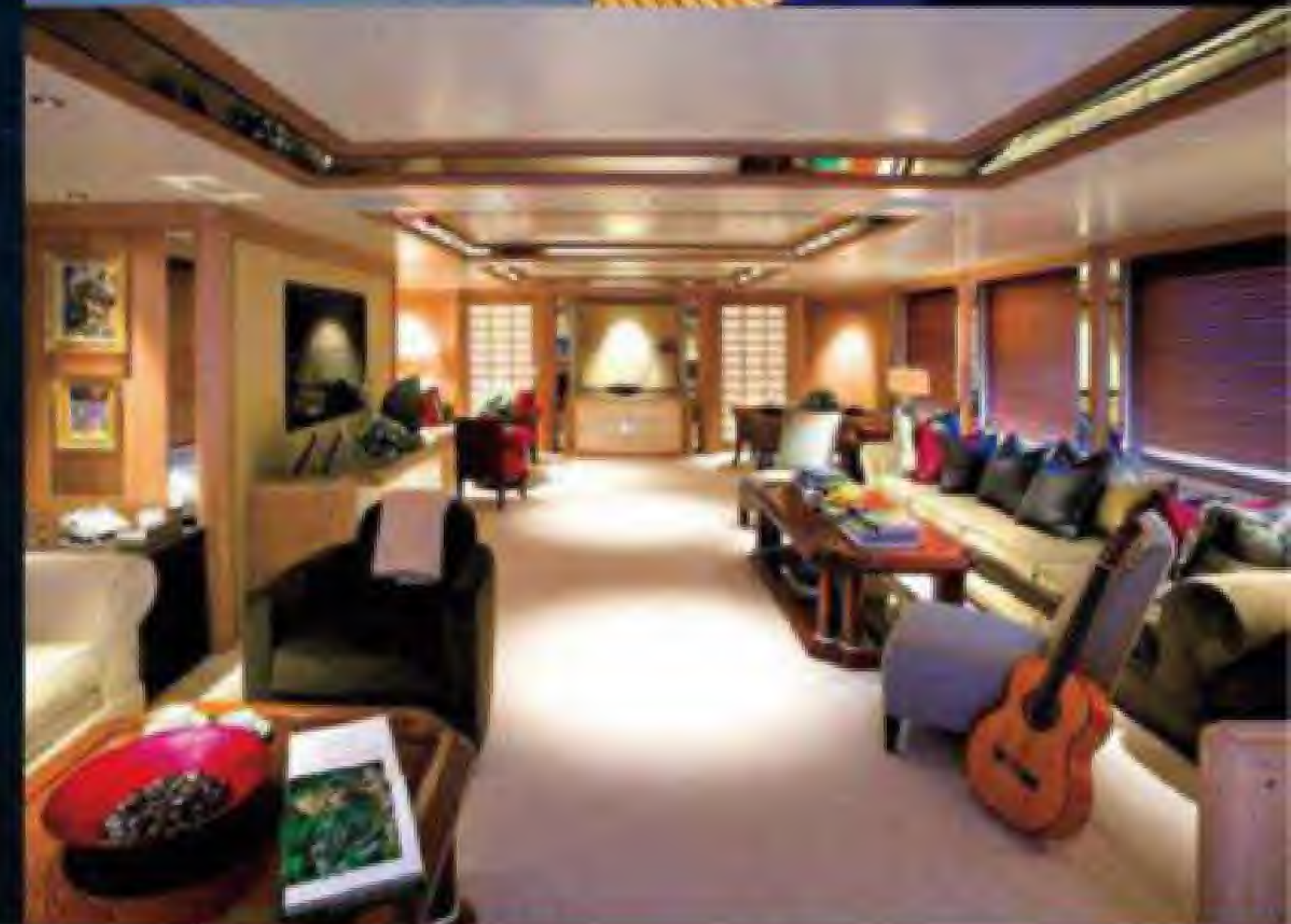
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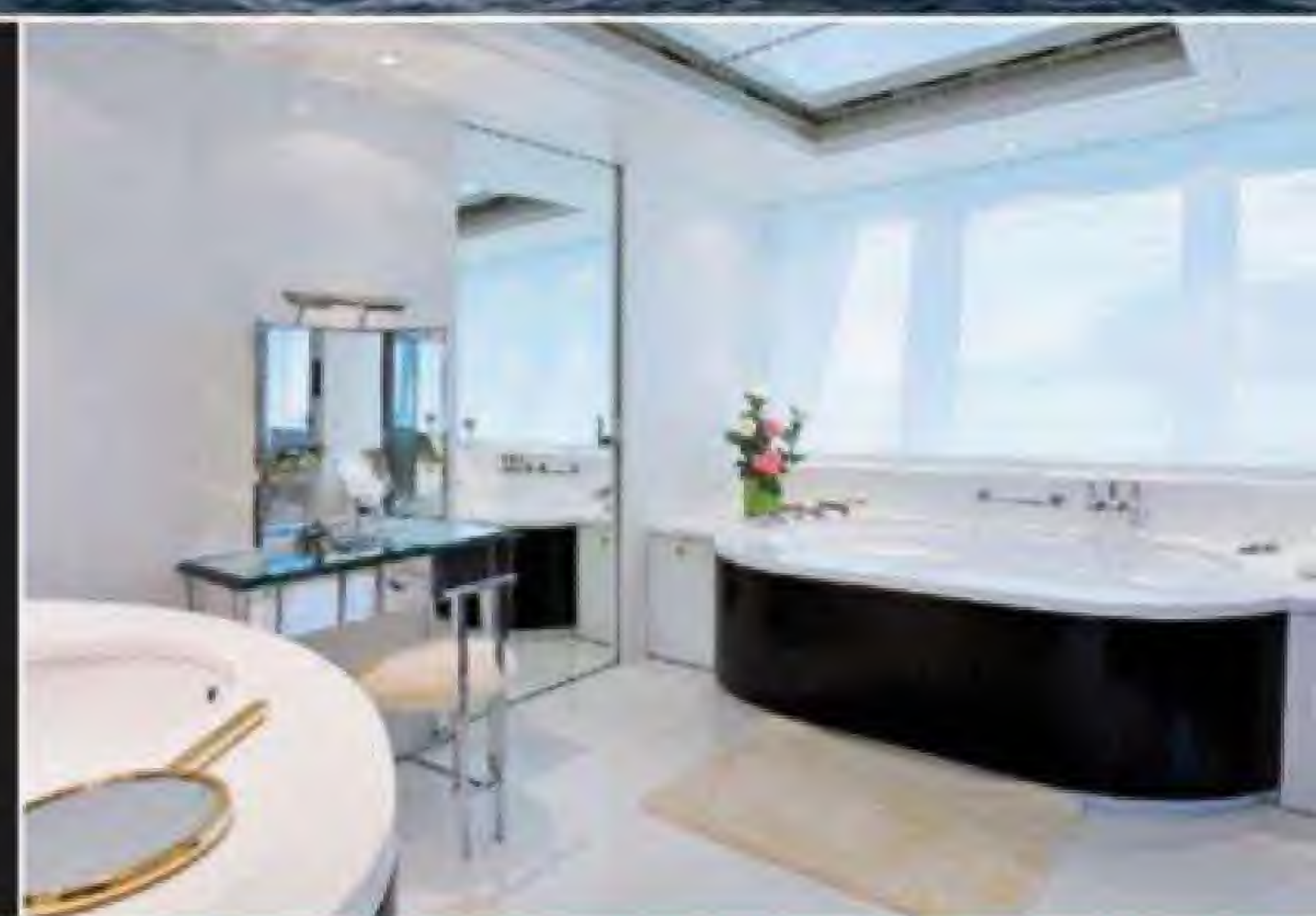
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Excellence III

One of the world's most admired superyachts is seriously for sale.

With the imminent delivery of a new yacht, the owner of EXCELLENCE III is now extremely motivated to conduct a transaction. All reasonable offers will be considered.

This highly-acclaimed, pedigree yacht is in turn key condition and is ready for immediate cruising.

Length overall 57.3m (188ft) • Built by Abeking & Rasmussen, Germany in 2001 •
Design by Abeking & Rasmussen/Donald Starkey • Accommodation for up to 14 guests

Price Now Reduced to US\$45,950,000

Joint Central Agents for Sale

Not for sale to US residents while in US waters



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Rasselas

One of the most highly regarded Feadships ever delivered with no expense spared. RASSELAS has always been privately owned, never chartered, with low hours and is in pristine condition throughout.

Length overall 62m (203.5ft) • Built by Feadship, De Vries, The Netherlands in 2005 • Design by De Voogt Naval Architects/ Pannagan Designs • Accommodation for 12 guests

Asking Price

€55,000,000 (VAT Paid)

Central Agents for Sale



Blink

A world Superyacht Awards finalist in 2010, BLINK has a refined interior by Cristiano Gatto and luxurious accommodation for 11 guests. Offering sleek styling and a cruising speed of 22 knots, this is one of the world's largest planing flybridge motor yachts.

Length overall 41m (134.5ft) • Built by Akhir, Cantieri di Pisa, Italy in 2009 • Design by Carlo Galeazzi/Cristiano Gatto • Accommodation for 11 guests

Asking Price

€12,500,000

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Proteksan-Turquoise 75m (New Build)

A striking new Andrew Winch designed 75m motor yacht already under construction at the highly regarded Proteksan-Turquoise shipyard. With delivery due in 2014, this is an ideal opportunity to personalise the styling and layout of this impressive project.

Length overall 75m (246.1ft) • Built by Proteksan Turquoise Yachts for delivery 2014 • Design by Design by Proteksan/Andrew Winch • Accommodation for 16 guests

Asking Price

€57,500,000

Joint Central Agents for Sale



SQN

Exterior design by Dubois, interior design by Donald Starkey and built at the world renowned Alloy Yachts in New Zealand, SQN has all the hallmarks of a superb pedigree motor yacht. Maintained to the highest standards, and complete with a range of enhancements to her original design, SQN is one of the best purchase opportunities in her class.

Length overall 38.5m (126.3ft) • Built by Alloy Yachts, New Zealand in 2003 • Design by Dubois Naval Architects/Donald Starkey • Accommodation for 8 guests

Asking Price

€7,950,000

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Il Cigno

Classic exterior lines and a refitted, stylish and contemporary interior combine on this gentleman's motor yacht, which is keenly offered for sale.

Length overall 41.6m (136.7ft) • Built by Nicolini Shipyard, Italy in 1985 (refit 2006) • Dubois Naval Architects/Richard Le Sarre/Reed Creative Services • Accommodation for 10 guests

Asking Price

€4,500,000

Joint Central Agents for Sale



Imagine B

Built by Alloy Yachts in 1993, IMAGINE B has been extensively maintained throughout her current ownership, and has proved herself as an 'action' yacht, having been involved in Team New Zealand's challenge for the America's Cup.

Length overall 33.6m (110.3ft) • Built by Alloy Yachts, New Zealand in 1993 (refit 2007/09) • Design by Dubois Naval Architects/Agnes Comar • Accommodation for 6/7 guests

Asking Price

€4,800,000 (EU VAT Paid)

Central Agents for Sale



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Australis

Ready in every respect for her first owner, AUSTRALIS is a brand new "turn key" motor yacht built at Oceanfast, Australia. Pedigree construction, world class engineering systems and excellent volume make this yacht an outstanding prospect.

Length overall 48m (157.5ft) • Built by Oceanfast, Australia in 2010 • Design by Oceanfast • Accommodation for 10 guests

Asking Price
US\$24,950,000

Central Agents for Sale



S Cape

A classic motor yacht with traditional lines and a light, contemporary interior, the 57.2m S CAPE offers substantial and generous accommodation for up to 16 guests in 9 cabins. S CAPE has been completely refitted in recent years and has an impressive cruising speed of 15 knots and a range of 6,000nm.

Length overall 57.2m (187.7ft) • Built by Cammenga Jachtbouw, Holland in 1978 (last refit 2009) • Design by De Vries Lentsch/Jon Bannenberg/Dimitri Koutoukos • Accommodation for 14 guests and 2 supernumeraries

Asking Price
€14,950,000

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296'/90M Corsair 2008 **NERO***

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CENTRAL AGENT

281'/86M Derektor 2010 **CAKEWALK**

for Sale



CENTRAL AGENT

213'/65M Codecasa 2010 **LADY LAU***

for Sale



CENTRAL AGENT

200'/61M Feadship 2006 **APRIL FOOL***

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CENTRAL AGENT

188'/57M A&R 2001/10 **EXCELLENCE III***

for Sale



CENTRAL AGENT

174'/53M Oceanfast 2004 **SEABOWLD***

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CENTRAL AGENT

171'/52M Amels 2010 **BEL ABRI***

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CENTRAL AGENT

168'/51M Oceanco 1997/10 **LAZY Z***

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CENTRAL AGENT

161'/49M Trinity 2009 **BLIND DATE***

for Sale



CENTRAL AGENT

160'/49M Christensen 2009 **VF-15***

for Sale



CENTRAL AGENT

157'/48M Christensen 2006 **THIRTEEN**

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CENTRAL AGENT

151'/46M Delta 2009 **KATYA**

for Sale & Charter



CENTRAL AGENT

223'/68M Nobiskrug 2010 **SYCARA V***

for Sale & Charter



CENTRAL AGENT

220'/67M Shadow Marine 2007 **ALLURE SHADOW**

for Sale & Charter



CENTRAL AGENT

205'/63M Icon 2010 **ICON***

for Sale & Charter



CENTRAL AGENT

203'/62M VSY 2010 **ROMA***

for Sale



CENTRAL AGENT

177'/54M Baglietto 2009 **BURKUT***

for Sale & Charter



CENTRAL AGENT

167'/57M CBI Navi 2005 **ALIBI***

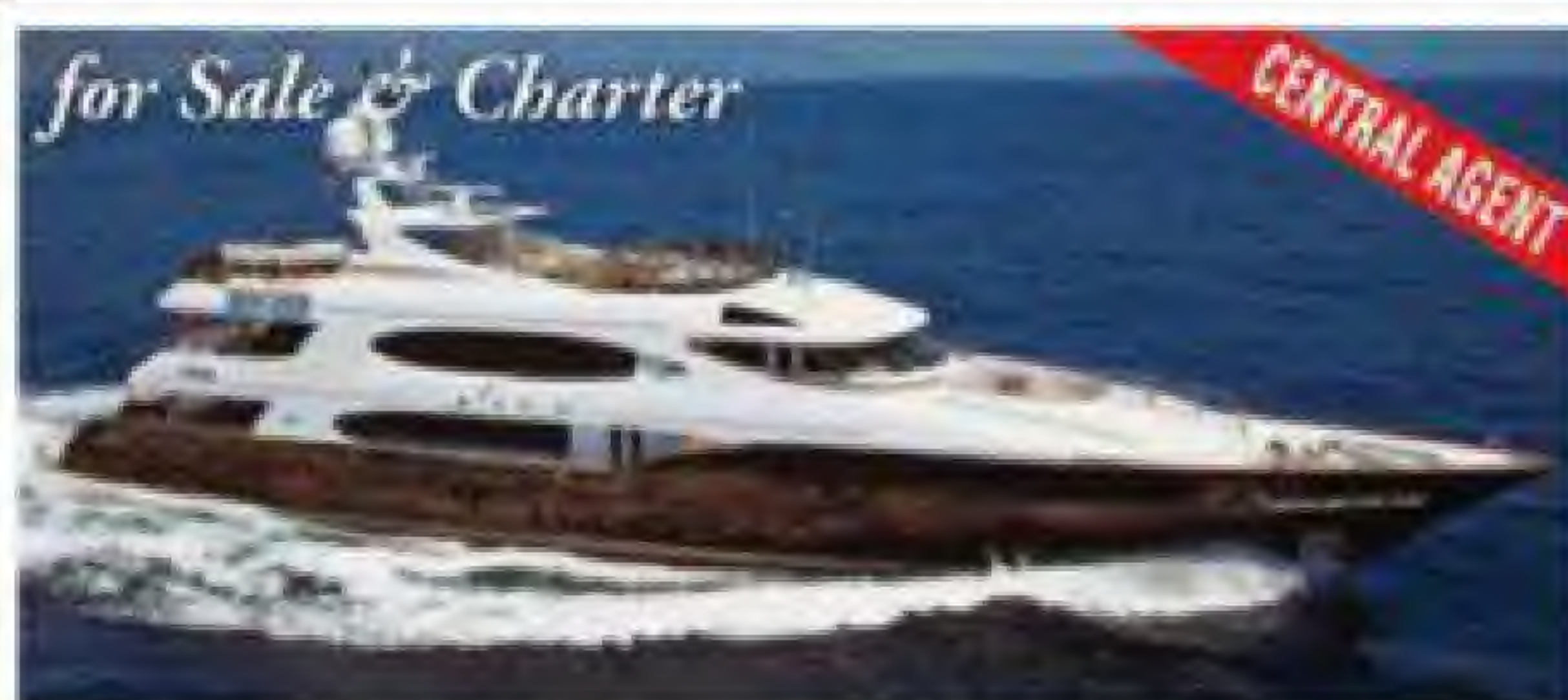
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CENTRAL AGENT

163'/50M Nereids Yachts 2005 **AZTECA II***

for Sale & Charter



CENTRAL AGENT

161'/49M Trinity 2007/10 **GLAZE**

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CENTRAL AGENT

157'/48M Christensen 2007 **LADY JOY***

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CENTRAL AGENT

157'/48M Christensen 2007 **SCOTT FREE**

for Sale & Charter



CENTRAL AGENT

154'/47M Perini Navi 1990/06 **ANDROMEDA LA DEA***

for Sale



CENTRAL AGENT

153'/47M Feadship 2001/10 **SEA RACER**

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152'/46M Perini Navi 1991/07 **ANTARA***



for Sale
150'/46M Palmer Johnson 2007 **O'KHALILA***



for Sale & Charter
145'/44M Benetti 2009 **LADY SHEILA***



for Sale & Charter
145'/44M Heesen 1990/09 **AT LAST**



for Sale
134'/41M Mondomarine 2013 **HULL #8***



for Sale
132'/40M Trident Shipworks 1999 **CRILI**



for Sale
131'/40M A&R 1987 **SILVER SHALIS**



for Sale & Charter
130'/40M Westport 2005 **MY COLORS**



for Sale
125'/38M Broward 1989/03 **SHOWTIME**



for Sale & Charter
124'/38M Broward 2007 **HERITAGE III**



for Sale
122'/37M CRN 1978/08 **LADY EVA***



for Sale
121'/37M Heesen 2005 **HEESSEN 37M HULL #4***



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121'/37M Crescent 2003/10 **OLGA***



for Sale & Charter
118'/36M Intermarine 2000 **SAVANNAH**



for Sale & Charter
116'/35M Feadship 1970/08 **UTOPIA II**



for Sale
112'/34M Leopard Express 2008 **LA IGUANA***



for Sale
110'/34M Christensen 1992 **R RENDEZVOUS**



for Sale
105'/32M Mangusta 2000/11 **HAMSA***



for Sale
102'/31M Oceanfast 1989/11 **GAZELLE**



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102'/31M Broward 1984/05 **LIQUIDITY**



for Sale
101'/31M Leopard 2008 **PAN DEI 1***

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for Sale CENTRAL AGENT
96'/29M N.E. Boat Works 2003 **YAKOMAANO** ▼



for Sale CENTRAL AGENT
92'/29M Intermarine 2001 **KRISHELLE** ▼



for Sale CENTRAL AGENT
92'/28M Palmer Johnson 1985/11 **PEGASUS III** ▼



for Sale CENTRAL AGENT
90'/27M Pershing 2008 **FRAILECH*** ▼



for Sale CENTRAL AGENT
88'/27M Pershing 2003 **JK*** ▼



for Sale & Charter CENTRAL AGENT
88'/27M Rayburn Custom 2004 **LADY VICTORIA**



for Sale CENTRAL AGENT
86'/26M Hatteras Sportfish 2002 **SPHEREFISH**



for Sale CENTRAL AGENT
80'/24M Donzi Sportfish 2010 **R-80** ▼



for Sale CENTRAL AGENT
80'/24M Hatteras 2004 **OCEAN VIEW** ▼



for Sale CENTRAL AGENT
80'/24M Sunseeker Predator 1998 **AGAPE LOVE*** SISTERSHIP



for Sale CENTRAL AGENT
80'/24M DeVries Lentsch 1930/02 **LELANTA***



for Sale CENTRAL AGENT
75'/23M Sunseeker 2005 **CHAIRMAN** ▼



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75'/23M Hatteras 2000/08 **VICTORY** ▼



for Sale CENTRAL AGENT
73'/22M Donzi Sportfish 2010 **R-73** ▼



for Sale CENTRAL AGENT
72'/22M Pershing 2008 **DOLCE VITA** ▼



for Sale CENTRAL AGENT
72'/22M Sunseeker 2006 **HIDE OUT*** SISTERSHIP



for Sale CENTRAL AGENT
72'/22M Overmarine 2001/10 **GABRIELA G*** ▼



for Sale CENTRAL AGENT
70'/21M Hatteras Sportfish 2003 **USELESS*** ▼



for Sale CENTRAL AGENT
62'/19M Little Harbor 1982/07 **EASTERN SKY II**



for Sale CENTRAL AGENT
45'/14M Wally Tender C013 2003 **WALLY**



for Sale CENTRAL AGENT
40'/12M Aprea Mare 2000/11 **LOOKIN 4 ANDROMEDA**

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NORTHERN STAR

248 Ft. (75.6m) Lürssen 2009

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WORLDWIDE CENTRAL AGENTS



KISMET 223 Ft. (68m) Lürssen 2007

*

FOR
CHARTER

WORLDWIDE CENTRAL AGENTS



LADY KATHRYN V 200 Ft. (60m) Lürssen 2011

*

FOR
SALE

WORLDWIDE CENTRAL AGENTS



UNBRIDLED 191 Ft. (58.2m) Trinity 2009

*

SALE &
CHARTER

WORLDWIDE CENTRAL AGENTS



IROQUOIS 164 Ft. (50m) Feadship

*

SALE &
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NEW CENTRAL AGENCY



HARMONY 164 Ft. (50m) Westport

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WORLDWIDE CENTRAL AGENTS



MADSUMMER 147 Ft. (44.6m) Feadship 2008

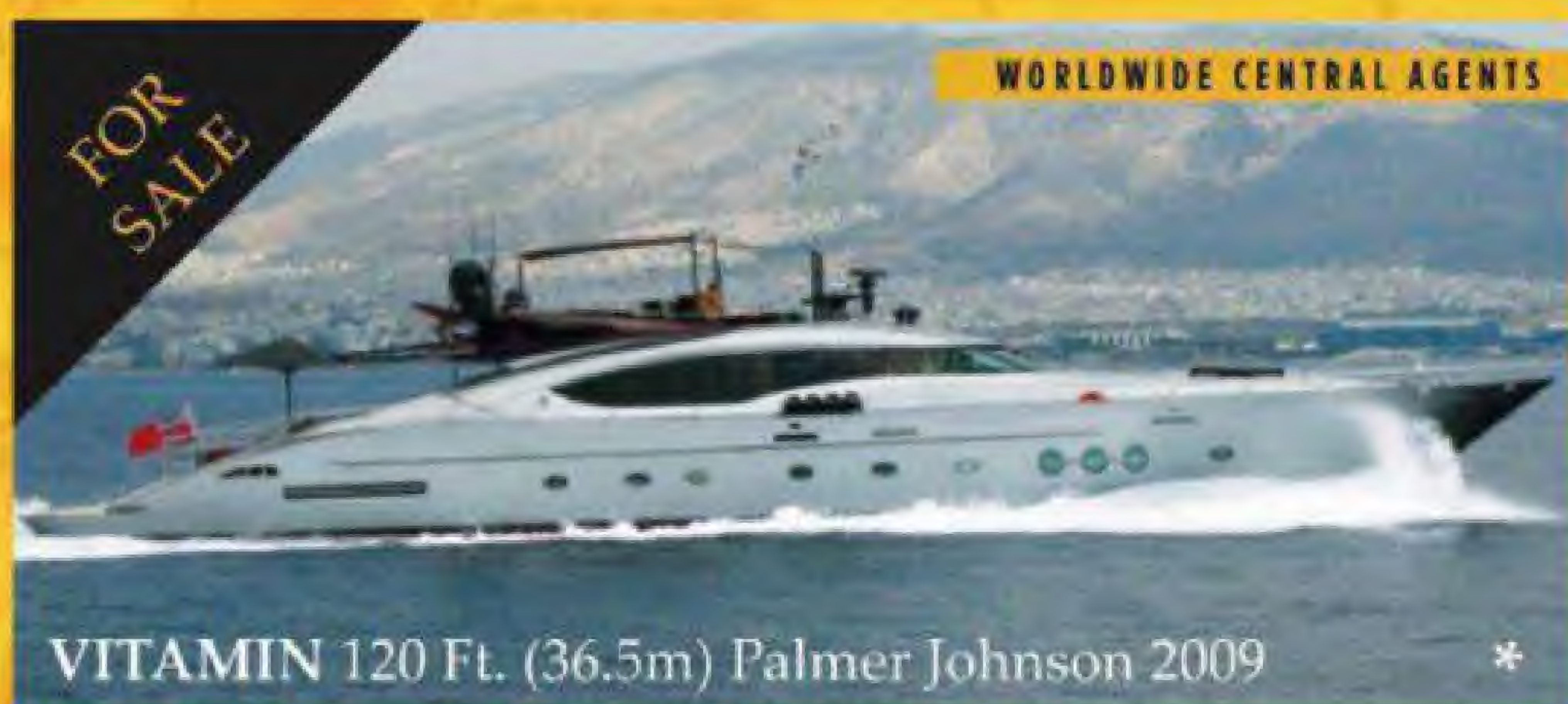
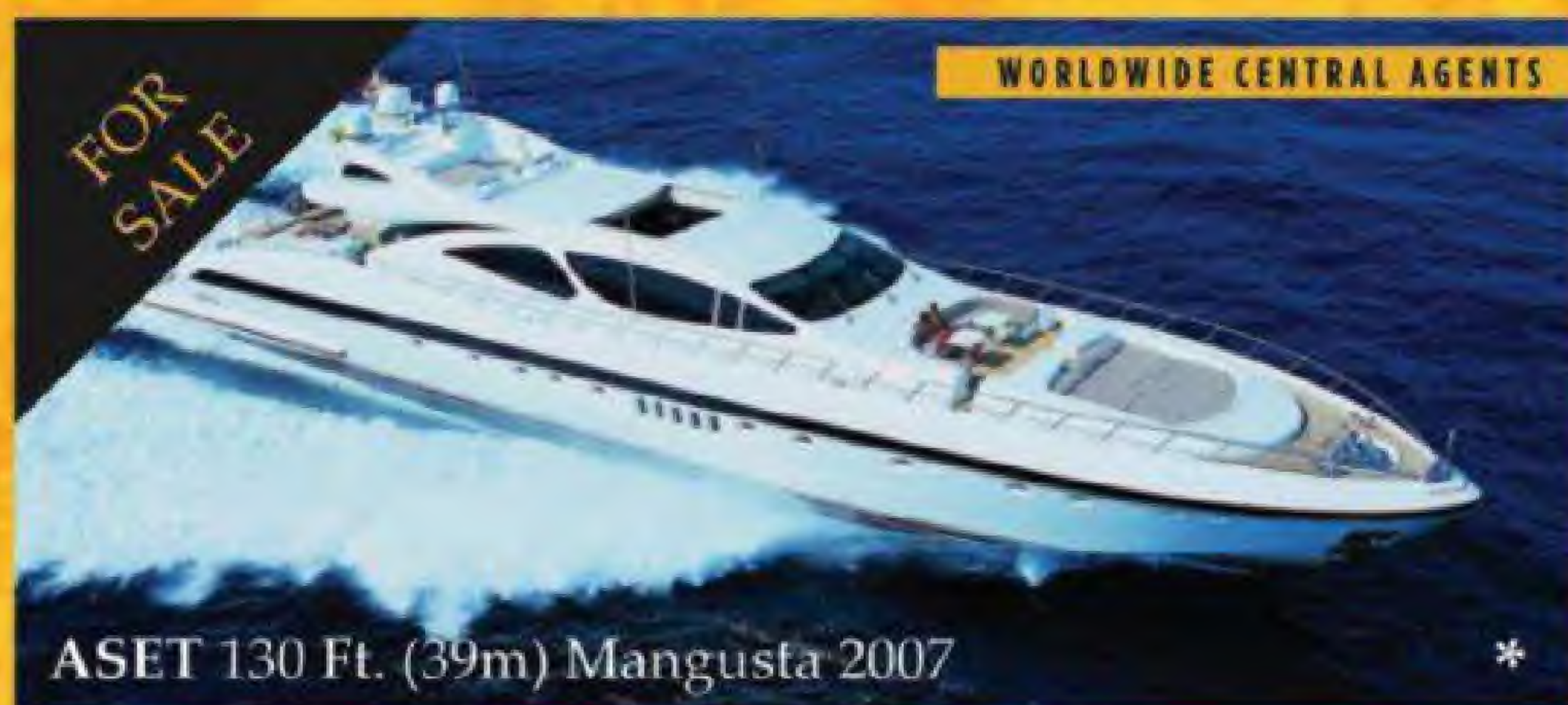
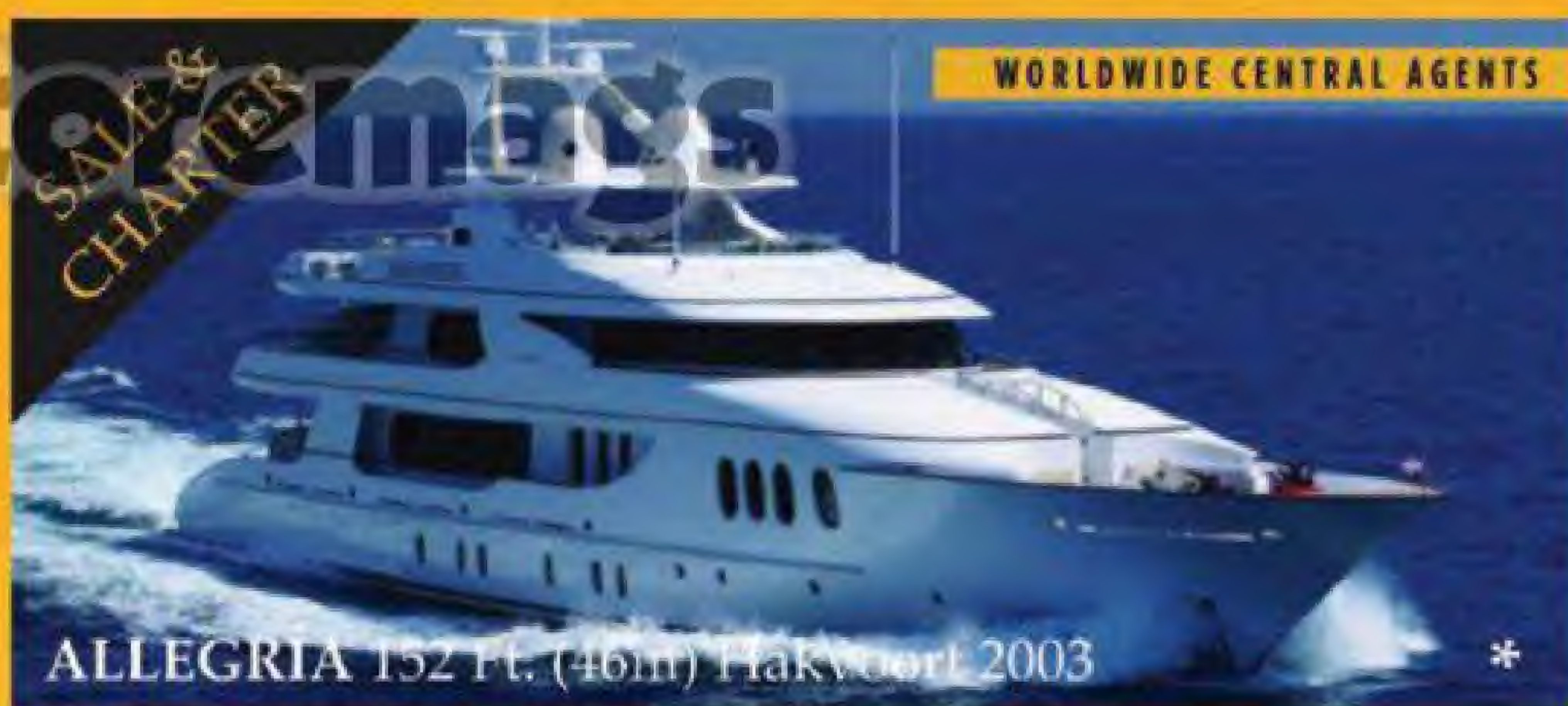
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LORETTA ANNE IV

40m (131') | Alloy Yachts | 2009

Highest quality and timeless elegance from the team of Alloy, Dubois and Starkey, combining a proven hull design with state of the art equipment and at-rest stabilization. Full beam on-deck master with his/her baths and office, 3 guest suites, a gym and tender garage. Huge sundeck with jacuzzi and a shaded dining area. An exceptional vessel in all respects and now offered to make room for a new delivery. Mint condition, Lloyds and MCA classed, turn key and seriously for sale. Transoceanic range.

Jody O'Brien | Ft. Lauderdale +1 954 646 4970 | jody.obrien@fraseryachts.com



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FRASER YACHTS

DELIVERY JUNE 2012



VULCAN 46 | 46m (151') | Vicem Yachts | 2012 | 27,000,000 USD

Semi displacement advanced composite fast Motor Yacht, Cruising at 22+ knots. 4000 NM Range at 12 knots. Built to RINA Class and compliant Cayman Island MCA LY2. Owner's stateroom on the main deck and (10) Guest on the lower deck, full beam VIP

cabin, two twin cabins and two double cabins. Modern styling with large open spaces and wide windows. Central Agent.

Antoine Larricq | Monaco +33 678 63 61 72 | antoine.larricq@fraseryachts.com



TUSCAN SUN | 44m (147') | Izar | 2006 | 22,500,000 USD

Stunning, stylish, great volume, comfortable, designed by Raymond Langton and Luis de Basto. MCA compliant. Perfect yacht for world cruiser or successful charter.

Jan jaap Minnema | Monaco +377 93 100 450 | janjaap.minnema@fraseryachts.com

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FRASER YACHTS

Monthly Showcase

New Projects



These four yachts represent a small sample of those we have available.
Please contact us for a wider selection that meets your exact requirements.



GEO Spirit of Expedition | 55m (180') | Mariotti | 2015 | 33,000,000 EUR

Designed by famous Luca Dini, developed by world renowned Mariotti Shipyard and Fraser Yachts. Exceptional 950GT for 55m, 6 cabins, master on upper deck, 5 cabins on main deck. David Legrand | Monaco +377 93 100 450 | david.legrand@fraseryachts.com



CRESCENT 144 | 44m (144') | Crescent Custom Yachts | 2012 | POA

A unique opportunity to acquire a high quality and innovative build that is approximately 70% complete at a substantial discount to replacement value. Neal Esterly | San Diego +1 619 225 0588 | neal.esterly@fraseryachts.com



HARMAN 60 | 19m (63') | Harman Yachts | 2012 | 1,500,000 EUR

Dijkstra designed, the HARMAN 60 is an extraordinarily high-specification modern classic. Retractable bowsprit, in-boom furling, hydraulic swim platform. James Munn | Monaco +377 93 100 450 | james.munn@fraseryachts.com



ROSSINAVI 45 M | 45m (147') | Rossinavi | 2013 | 24,000,000 EUR

This yacht gives the possibility to live in close contact with the sea, the stern cockpit is very near the water, and over 70 square meters. Ciro Pettrucci | Viareggio +39 335 18 22 971 | ciro.pettrucci@fraseryachts.com

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Seattle	+ 1 206 382 9494
Mexico City	+ 52 55 5004 0408
Casa De Campo	+ 1 809 523 2208
Cyprus	+ 357 25 828911

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SHADOW | 31m (101') | Comar Yachts | 2011 | 8,900,000 EUR

This race pedigree, full carbon, 4 cabins, lifting keel performance cruiser is brand new.
 Julian Calder | London + 44 207 016 4480 | julian.calder@fraseryachts.com
 Nabil El Jammal | London + 44 207 016 4480 | Nabil.ElJammal@fraseryachts.com



AVAGLIANI | 30m (99') | Benetti | 2009 | 6,300,000 EUR

New CA, like new, best opportunity for a Benetti Tradition on the Market: Zero speed, few engine hours, ready to go.
 Oscar Romano | Viareggio + 39 334 688 4998 | oscar.romano@fraseryachts.com



BELJA FLOR | 35m (115') | Feadship | 1968/2009 | 4,450,000 USD

Classic canoe stern, fantastic condition, New exterior paint & new machinery. A true "Gentleman's Yacht."
 Neal Esterly | San Diego +1 619 225 0588 | neal.esterly@fraseryachts.com

FOR SALE & CHARTER



AURORA DIGNITATIS | 27m (88') | Ferretti | 2008 | 5,800,000 USD

Raised Pilot House Version. Commercially Charter Registered. Flybridge with Jacuzzi/Gym area. Has all the toys and amenities. Worldwide Power Converter.
 Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | jose.aranajr@fraseryachts.com



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ALIBI | 51m (167') | CBI Navi | 2005 | 15,750,000 EUR

Large interior volume, accommodates comfortably 12 passengers in 6 cabins, well laid out exterior deck space, plus a comfortable swim platform.
 Dennis Frederiksen | Monaco + 377 93 100 450 | dennis.frederiksen@fraseryachts.com



INDIGO STAR | 38m (124') | S.M. Italian Yachts | 1995/2008 | 3,950,000 EUR

Tenders and toys in garage aft. Well maintained, keen seller: price recently reduced by 950,000 EUR
 Jürgen Koch | Palma +34 971 700 445 | jurgen.koch@fraseryachts.com

FOR SALE & CHARTER



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KAI | 36m (120') | Benetti | 2008 | 13,400,000 USD

Highly spec'd and customized with modern interior and exteriors, zero speed stabilizers, Crestron/Sonus AV package, Lutron lighting and more. Excellent charter record. ABS/MCA.
 Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | jose.aranajr@fraseryachts.com

FOR SALE & CHARTER



CHINA | 33m (110') | Kingship Marine | 2006 | 6,950,000 EUR

Proven explorer yacht. Lloyd's, MCA and Commercially Registered Zero speed stabilisers. Inspection recommended.
 Richard Earp | Monaco + 377 93 100 450 | richard.earp@fraseryachts.com

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FRASER YACHTS



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TURQUOISE | 55m (181') | Proteksan | 2011 | 26,500,000 EUR

Stunning new full displacement yacht built by the highly respected Proteksan-Turquoise shipyard to a Dubois design. Six staterooms with two on deck. Long range, very quiet and beautifully finished. Excellent outside spaces and bright

refreshingly modern interior. Tenders in garages, zero speed stabilizers, Lloyds class, MCA and LY2.

Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



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SEA BOWLD | 53m (174') | Oceanfast | 2004 | 13,950,000 USD

26 knots with a 3400nm range at 12 knots. Owner's stateroom on bridge deck; four guest suites and superb outside deck spaces. Yachting's equivalent to AMG. Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



COLUMBUS 177 "PRIMA" | 54m (177') | Columbus | 2011 | 24,500,000 EUR

Brand new 800+ ton yacht with six staterooms and massive deck areas. Garaged tenders, zero speeds, LY2 compliant and excellent cruising speed and range. Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



C1 | 29m (96') | Bloesmsma & Van Breemen | 2003/2010

The best Doggersbank available. 5000 nm range, superb specification. Three staterooms, exceptional equipment and perfect cosmetically and mechanically. Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



ST MARTEEN | 34m (113') | Codecasa | 1992/2007 | 2,200,000 EUR

35m motor yacht with an excellent layout. Steel hull, four double cabins and Lloyds class. The range is 3600 miles with economical engines, classic wood and cherry interiors. Antoine Althaus | Monaco +377 93 100 450 | antoine.althaus@fraseryachts.com

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PELEU K | 25m (82') | Overmarine | 2006 | 2,000,000 EUR
 Peleu K has been minimally used and looks almost new.

Thorsten Giesbert | Palma +34 971 700 445 | thorsten.giesbert@fraseryachts.com



IL ODYSSEY | 32m (107') | Benetti | 1967/2005 | 1,950,000 EUR
 Just finished her class survey's and ready for the season. Top condition!

Jan jaap Minnema | Monaco +377 93 100 450 | janjaap.minnema@fraseryachts.com



PRINCESS SARAH | 43m (142') | Richmond Yachts | 2007 | 17,900,000 USD
 Designed with elegance and comfort. Princess Sarah is in pristine condition. Features 6 Staterooms with on deck master.
 Scott French | Fort Lauderdale + 1 954 463 0600 | scott.french@fraseryachts.com

INSPECT DURING THE MIAMI INTERNATIONAL BOAT SHOW



PRINTEMPS | 34m (112') | Heesen | 1987/2009 | 1,950,000 EUR
 Printemps is based in Monaco and ideal family yacht to cruise in the French Riviera. New crew and references available.
 Antoine Larriq | Monaco +377 93 100 450 | antoine.larriq@fraseryachts.com



LAUREL | 73m (240') | Delta Marine | 2006
 Superbly executed by Delta Marine with interior design by Don Starkey. Seven staterooms in owners party. Steel hull and composite superstructure. She is exquisite in her detail, finish and condition. LAUREL is certainly the highest

pedigree yacht of her size on the market. Please call for viewing appointment.
 Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com
 Josh Gulbranson | Ft. Lauderdale + 1 954 463 0600 | josh.gulbranson@fraseryachts.com

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FRASER YACHTS



FAR NIENTE | 26m (86') | Moonen | 2006 | 4,100,000 EUR

Beautifully maintained 4 stateroom yacht, Lloyds/MCA compliant CAT power with modern interior.

Jeff Partin | Fort Lauderdale +1 954 463 0600 | jeff.partin@fraseryachts.com



ONCE AROUND | 29m (95') | Sunseeker | 2003 | 3,150,000 USD

Very well maintained by original owner. Excellent condition throughout. Twin engine and conventional drives.

Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | josh.gulbranson@fraseryachts.com



Not for sale to US residents while in US waters.

PICOSA LADY | 22m (75') | Fleming | 2001 | POA

Meticulously maintained and continuously upgraded in all areas, including: AV, Electronics, interior décor, galley, exterior soft goods, tender and much more.

Jody O'Brien | Ft. Lauderdale +1 954 463 0600 | jody.obrien@fraseryachts.com



ROYAL PELAGIC | 39m (128') | Martinolich | 1968/2005 | POA

Proven in the Bering Sea and recently refit into a charter vessel.

Tom Allen | Seattle +1 206 382 9494 | tom.allen@fraseryachts.com

Eric Pearson | San Diego +1 619 225 0588 | eric.pearson@fraseryachts.com



BLACK PEARL | 18m (58') | Donzi | 2006 | POA

A unique opportunity for the serious angler! A 58' express sportfish with new paint and in pristine condition.

Scott French | Ft. Lauderdale +1 954 463 0600 | scott.french@fraseryachts.com



STELLA MIA | 26m (85') | Azimut | 2001 | 1,795,000 USD

New to market, just completed a major Refit, Int/Ext, plus machinery. Shows near new, wonderful condition. Best priced 85 for her year and condition.

Patrick McConnell | San Diego +1 619 225 0588 | patrick.mcconnell@fraseryachts.com

PRICE REDUCTION



CRYSTAL | 34m (111') | Deep Sea Marine | 1987/2006 | 2,100,000 USD

BANK OWNED. Excellent long range yachtfisher. Corten steel hull. 10 cabins for guest and crew. Big beam and large volume 3412 Cats. 3 generators.

Neal Esterly | San Diego +1 619 225 0588 | neal.esterly@fraseryachts.com



Not for sale to US residents while in US waters.

X | 47m (155') | Feadship | 1987/2009 | 9,500,000 USD

Exceptional Layout, Feadship Quality, Lloyd's Class, Exceptional Charter record under previous Owners. Good Volume and Great Range. Interior revamp 2009.

Vassilis Fotilas | Monaco +377 93 100 450 | vassilis.fotilas@fraseryachts.com

Sales | Charter | Management | Construction | Crew

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selection of the yachts in the Diamond Collection



HARMONY III | 43m (143') | 10 guests | €160,000 pw



SARITA SI | 40m (131') | 12 guests | €80,000 pw



IMAGINE | 65m (214') | 12 guests | €530,000 pw

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ASKING: EUR 6,850,000



ANTINEA

Sterling, 1985 (2010)
43.6m (143ft)

Priced to sell
MCA Compliant
Real world cruiser
Extensive refit, new equipment

CONTACT Gregory Gheraia: +33 6 99 93 90 99 gregory.gheraia@ypigroup.com



ASKING: EUR 25,000,000

METEOR

Royal Huisman, 2007
52m (170ft)

Multi-award winner
Classic interior by John Munford
Ample space for 6 guests in 3 cabins
Also available for charter with YPI

CONTACT Will Bishop: +33 6 27 32 65 42 will.bishop@ypigroup.com

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ASKING: EUR 5,200,000

HAVANA

Vitters, 2000
30.5m (100ft)

Keenly for sale
Vitters quality build
Meticulously maintained

CONTACT Matt Albert: +33 6 24 04 76 86 matt.albert@ypigroup.com



ASKING: EUR 7,500,000

MIRABELLA III

Concorde Yachts, 1994 (2010)
41.6m (137ft)

Unique 5 cabin layout
Multi-million Euro refit

Also available for charter with YPI

CONTACT Will Bishop: +33 6 27 32 65 42 will.bishop@ypigroup.com

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Obsession



55,00 m - OCEANFAST - 1991 refit 2008
12 guests in 5 cabins - 13 crew - 2x MTU 3480hp

Asking price: **USD 19 500 000**

For further information, please contact:
claude@csoyachts.com
Also available for charter



Makira



43,00 m - ITALYACHTS - 2010
8/9 guests in 4 cabins - 5 crew - 3x MTU 2400hp

Asking price: **EUR 12 750 000**

For further information, please contact:
claude@csoyachts.com



Taiji



28,04 m - MANGUSTA 92 - 2006
8 guests in 4 cabins - 4 crew - 2x MTU 2400hp

Asking price: **EUR 2 650 000** (VAT paid)
For further information, please contact:
claude@csoyachts.com

Same owner since new, never chartered



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Supertoy



28,00 m - KHA SHING ETS - 1993
10 guests in 5 cabins - 5 crew - 2x MAN 1100hp
Asking price: **EUR 1 250 000**
(MCA, Commercially reg.)
For further information, please contact :
claudio@csoyachts.com
Also available for charter



Bristol II



28 m - AZIMUT - 1988
8 guests in 4 cabins - 4 crew - 2x GM 1080hp
Asking price: **EUR 800 000**
(Vat Paid)
For further information, please contact:
claudio@csoyachts.com



Romachris II



27,14m - ARNO - 2001
8 guests in 4 cabins - 3 crew - 2x MTU 1826hp
Asking price: **EUR 1 290 000**
(Vat Paid, commercially reg.)
For further information, please contact:
claudio@csoyachts.com
Also available for charter



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Black Shark of St Peter



24,71 m - ROYAL HUISMAN - 1982 refit 2003
6 guests in 3 cabins - 4 crew - 1x MERCEDES 240hp

Asking price: **EUR 439 000**
(Vat Paid, commercially reg.)
For further information, please contact:
claude@csoyachts.com



Cristal 1



24 m - ARNO - 2002
8 guests in 3 cabins - 2 crew - 2x MTU 1500hp

Asking price: **EUR 1 090 000**
(MCA, Commercially reg.)

For further information, please contact:
claude@csoyachts.com



Jr



23,00 m - AICON - 2008
6 guests in 3 cabins - 2 crew - 2x CAT 1550hp

Asking price: **EUR 700 000** (MCA, commercially reg.)
For further information, please contact:
claude@csoyachts.com
Also available for charter



C&S YACHTS

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Kama



20,80 m - VZ YACHTS
8 guests in 4 cabins - 2 crew - 2x MAN 1360hp
Asking price: **EUR 1 950 000**
(MCA, commercially reg.)
For further information, please contact:
claudio@csyachts.com
Also available for charter



Independence of Herm



19,35 m - MOODY YACHTS - 2002
6 guests in 3 cabins - 2 crew - 1x YANMAR 230hp
Asking price: **EUR 945 000**
(Commercially reg.)
For further information, please contact:
steve@csyachts.com



Chrissol IV



18,67m - SEALINE - 2007
6 guests in 3 cabins - 2 crew - 2x CAT 865hp
Asking price: **EUR 870 000**
(Vat Paid)
For further information, please contact:
claudio@csyachts.com



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San Diego
Palma
Newport
Boston
Hong Kong
Singapore

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JL SEAGULL 145' (44m) :: Benetti :: 2002/2011 :: €12,995,000 :: Wes Sanford :: Fort Lauderdale :: +1 954 522 3344 :: wes.sanford@northropandjohnson.com



FELICITA WEST 210' (64m) :: Perini Navi :: 2003/2011 :: €25,000,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com



NOT FOR SALE TO U.S. RESIDENTS WHILE IN U.S. WATERS

DESTINATION FOX HARB'R TOO 161' (49m) :: Trinity :: 2008 :: \$24,900,000
Ann Avery :: Fort Lauderdale :: +1 954 522 3344 :: ann.avery@northropandjohnson.com

RECENT PRICE REDUCTION



NEWVIDA 160' (49m) :: Delta :: 2001/2009 :: \$17,900,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com



TRIUMPHANT LADY 155' (47m) :: Sterling :: 1985/2009 :: \$12,900,000
John Weller :: Fort Lauderdale :: +1 561 379 5431 :: john.weller@northropandjohnson.com

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NORTHROP & JOHNSON



BOUNTY 180' (55m) :: Smith & Rhuland Shipyard :: 1961/2007 :: \$4,600,000
George Georges :: Boston :: +1 978 921 6600 :: george.georges@northropandjohnson.com



JOYME 164' (50m) :: Philip Zepter Yachts :: 2011 :: €27,000,000
Steve Doyle :: Boston :: +1 978 921 6600 :: steve.doyle@northropandjohnson.com



OHANA 154' (47m) :: Admiral Marine :: 1998/2011 :: \$10,900,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com



FATHOM 147' (44m) :: Custom :: 2007 :: \$13,540,000
Bruce Leffers :: Newport :: +1 401 965 3258 :: bruce.leffers@northropandjohnson.com

RECENT PRICE REDUCTION



KINGFISHER 142' (43m) :: Feadship :: 1987/2008 :: \$10,500,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com



SEAGULL OF CAYMAN 131' (39m) :: Feadship :: 1980/2006 :: \$7,500,000
Bruce Leffers :: Newport :: +1 401 965 3258 :: bruce.leffers@northropandjohnson.com



HIGHLANDER SEA 122' (37m) :: J.F. James & Son :: 1924 :: \$2,000,000
Patrick Danaher :: Boston :: +1 978 921 6600 :: patrick.danaher@northropandjohnson.com



ONIKA 110' (34m) :: Delta :: 1993/2004 :: \$4,900,000
Gregg Child :: Fort Lauderdale :: +1 954 522 3344 :: gregg.child@northropandjohnson.com

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KEEWAYDIN 110' (33m) :: Palmer Johnson :: 1996 :: €4,140,000
Hank Halsted :: Newport :: +1 401 965 3256 :: hank.halsted@northropandjohnson.com



NEW TO MARKET

DANCE SMARTLY 106' (32m) :: Palmer Johnson :: 1992/2011 :: €2,900,000
Hank Halsted :: Newport :: +1 401 965 3256 :: hank.halsted@northropandjohnson.com



EVELYN 102' (31m) :: Maiora :: 2001 :: \$2,799,000
Steve Doyle :: Boston :: +1 978 921 6600 :: steve.doyle@northropandjohnson.com



AQUARIUS W 100' (31m) :: Ge-Ta Tasarim A.S. :: 1991/1992 :: €1,950,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com



EAGLE'S NEST 98' (31m) :: MCP Yachts :: 2007 :: \$5,995,000
Wes Sanford :: Fort Lauderdale :: +1 954 522 3344 :: wes.sanford@northropandjohnson.com



UNFORGETTABLE 100' (30m) :: Inace :: 1997/1999 :: \$4,750,000
Gregg Child :: Fort Lauderdale :: +1 954 522 3344 :: gregg.child@northropandjohnson.com



AUDACIOUS 95' (28m) :: Inace :: 2003 :: \$3,395,000
Bruce Leffers :: Newport :: +1 401 965 3258 :: bruce.leffers@northropandjohnson.com



MY KAMPAL 92' (28m) :: Mangusta :: 2005 :: \$4,995,000
Wes Sanford :: Fort Lauderdale :: +1 954 522 3344 :: wes.sanford@northropandjohnson.com

RECENT PRICE REDUCTION



DESIRADE 92' (28m) :: Sanermani :: 1998 :: €1,750,000
Hank Halsted :: Newport :: +1 401 965 3256 :: hank.halsted@northropandjohnson.com



CARYALI 86' (26m) :: Nordhavn :: 2008 :: \$6,950,000
Michael Nethersole :: Fort Lauderdale :: +1 954 522 3344 :: michael.nethersole@northropandjohnson.com



ANDREA V 82' (25m) :: Horizon :: 2007 :: \$3,250,000
George Georges :: Boston :: +1 978 921 6600 :: george.georges@northropandjohnson.com



R & R 70' (21m) :: Queenship :: 2002 :: \$1,095,000
George Georges :: Boston :: +1 978 921 6600 :: george.georges@northropandjohnson.com



MAKIN WAY 64' (20m) :: Ocean Alexander :: 2002 :: \$1,150,000
Steve Doyle :: Boston :: +1 978 921 6600 :: steve.doyle@northropandjohnson.com



STEPPING STONE 61' (19m) :: Viking :: 2005 :: \$885,000
George Georges :: Boston :: +1 978 921 6600 :: george.georges@northropandjohnson.com

RECENT PRICE REDUCTION



SETE MARES 60' (18m) :: Yapluca :: 2002 :: \$1,295,000
Bill Titus :: Newport :: +1 401 935 3058 :: bill.titus@northropandjohnson.com



VENDETTA 57' (17m) :: Derecktor :: 2005 :: \$1,950,000
Bruce Leffers :: Newport :: +1 401 965 3258 :: bruce.leffers@northropandjohnson.com

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2009 - 4/5 cabins - 4/5 crew - 28 knots - STABILIZING SYSTEM ZERO SPEED - Lying in North Tyrrhenian Sea
Cruising Area: Mediterranean Sea



BROKERAGE SELECTION

CENTRAL AGENT



LEOPARD 32 2005 - 4 cabins - 3 x 2.000 MTU
Kamewa Jet - 700 h approx - Immediate delivery.

Asking price Euro 2.000.000,00 VAT EX

OWNER'S AGENT



MANGUSTA 105' 2007: 2 x 2.400 MTU - very good condition - 2004: 2 x 2.285 MTU - Very good condition

Asking price Euro 2.370.000,00 VAT EX

CENTRAL AGENT



ADMIRAL 31 2002 - 2 x 2.350 MTU
4 cabins - Perfect condition.

Asking price Euro 3.400.000,00 (negotiable)

CENTRAL AGENT



FALCON 90' 2008 - 4 cabins - 2 x 2.000 MTU
Stabilizing system Zero Speed - Very good condition.

Euro 2.000.000,00 VAT EX

SALE & CHARTER LUXURY YACHTS

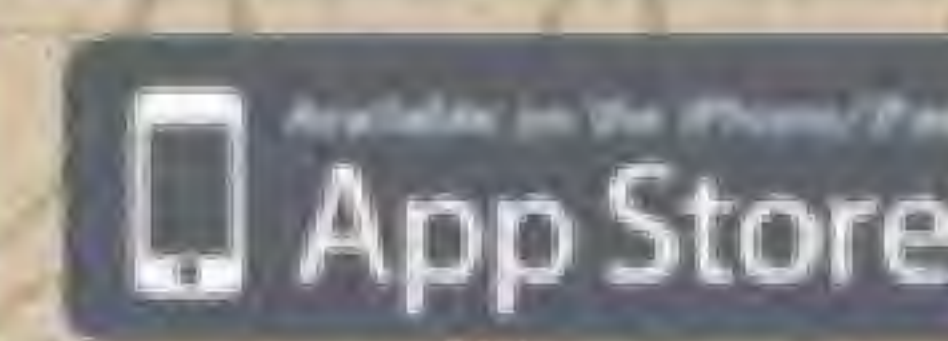


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NEW LISTING FOR SALE



STELLA 34.53m (113.3 ft) | Sunseeker Predator | 2011 | Genoa, Italy | EUR 13,000,000

SALES & PURCHASE

CHARTER



BLUE SCORPION 53.00m (173.11 ft)
Baglietto | 2006 | Viareggio | EUR 23,500,000 VAT Paid



JANA 46.30m (151.11 ft)
Feadship | 1986 | U.A.E. | USD 13,995,000



BELLA BRI 46.00m (151 ft)
Northern Marine | 2008 | West Palm Beach, FL | USD 21,500,000



ARIETE PRIMO 44.10m (144.8 ft)
Richard Dunston | 1967 / 2006 | Genoa, Italy | EUR 19,000,000



DEEP BLUE II 43.80m (143.7 ft)
Oceanco | 1996 / 2008 | Miami | USD 15,900,000



SOPHIE BLUE 41.00m (134.6 ft)
CBI Navi | 1998 | Nice, France | EUR 6,900,000



NAMASTÉ 40.00m (130 ft)
Westport | 2011 Model | Ft Lauderdale, FL | USD 18,495,000



MUSTANG SALLY 40.00m (130 ft)
Westport | 2009 | Ft. Lauderdale, FL | USD 18,450,000

SALES & PURCHASE

CHARTER



AWESOME 39.60m (130 ft)
Mangusta | 2005 | Monaco | EUR 12,800,000



NORTHCOAST 125 38.30m (125.6 ft)
Northcoast Yachts | 2011 | Ft. Lauderdale, FL | USD 15,499,000



ASPEN ALTERNATIVE 36.60m (120 ft)
Sovereign | 2002 | Ft. Lauderdale, FL | USD 5,500,000



FOREVER MY AGATA 33.00m (108 ft)
Mangusta | 2002 | West Med | EUR 7,500,000



ANTIBES 32.00m (105 ft)
Ustaoglu / Dubois | 2010 | Kusadasi, Turkey | EUR 4,450,000



CAROBELLE 30.00m (100 ft)
Azimut Jumbo | 2000 | Ft. Lauderdale, FL | USD 2,950,000



ZAKOUSKA 26.50m (86.9 ft)
Warren Yachts | 2006 | West Palm Beach, FL | USD 4,495,000



EL NASSOL 23.96m (78.6 ft)
Arno | 2005 | Bahrain | EUR 2,000,000

Yeratel

130
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Builder : WESTPORT
Build / Refit : 2003 / 2010-2011
LOA : 39,01 / 130"
Beam : 7,77
Draft : 2,00
Hull material : Fiberglass
Engines : 2 x 2735 HP - MTU/DDC 12V 4000
Yacht equiped for use 220/110 volts

Maximum speed 28 Knt
Cruising speed 24 Knt
Cruising Range (with 10% reserve)
12 Knt 3450 NM
15 Knt 2150 NM
18 Knt 1450 NM

Cabins Guest : 5 - Cabin Crew : 4

Tender & Toys
2 x Jetski Bombardier Sea Doo GTX 4-TEC
1 x Novurania semi-rigid Tender, 17 530 - 2003
1 x 115 HP Yamaha 4 stroke Outboard Motor
1 x Mini Propeller Sea Doo's
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102ft "MOONBEAM OF FIFE III" 1903. The story of the Moonbeams began in 1858 with Moonbeam I & II. In 1902 Charles Plumtree Johnson, an eminent London lawyer, decided to go back to William Fife for the creation of his 3rd yacht taking into account his navigation projects as he wanted to race under the new RORC tonnage which included sailing ships with fitted-out interiors. Moonbeam III was launched in 1903, hull n° 491 to leave the Fife yard. The result was a magnificent yacht which has now become one of the most successful classic yachts in the world. Her streamlined shape and large sail surface area both make for an extremely elegant and unique yacht.



258ft Steam Ship "SS DELPHINE"

DELPHINE is an exceptional ship built in 1921 and totally rebuilt between 1997 and 2003, thanks to her passionate owners, into a modern super yacht keeping her unique classic character.

DELPHINE has some incredible history having been placed into US naval service during World War II, then used as a training ship for 18 years until 1997 when she was bought by her current owner who spent nearly six years rebuilding her.

She was re-christened in September of 2003. DELPHINE is now one of the most unique and exceptional private yachts in the Mediterranean fleet and worldwide. In 2004 she received the annual showboats award for best refit.

Although she has kept her 2 incredible steam engines, she is now equipped with all the modern technology equipment and boasts a very luxurious and comfortable interior. She can accommodate up to 26 guests.



80' Power Catamaran "SONG SAIGON"

2008. An exceptional ocean passage aluminium motor catamaran.

Designed by Joubert Nivel, she has a 3 300 NM range and accommodates up to 9 guests plus 2 crew in 5 cabins.

The space on her main and upper decks is just huge.



Morgan 70 "MATHIGO"

2007. Kevlar composite built from a Tom Fexas design, she is a true gentleman's yacht with a special classic touch inspired from the lobster boats in Maine. She is fast and seaworthy, extremely comfortable and luxurious. She is like new having been used only one summer and stored indoors since.



Swan 60/65 "EARLY PURPLE"

2002. Designed by German Frers and built by Nautor Swan. Since 2006 Early Purple has been in the same private ownership, with the same skipper to this day. She has been maintained to meticulously high standards, and looks immaculate. She is totally MCA compliant. Carbon fibre rig with Park Avenue style boom.

60' "OURSON RAPIDE"

2009. Fantastic fast sloop designed by Finot Conq. All composite built by Multiplast with a futuristic design inspired by the 60ft Open boats, she boasts a very nice interior with 3 guest cabins & crew. She is extremely well equipped with some of the features that are usually found on racing machines, for example a carbon pivoting wing mast. Not only is she incredibly fast, she is also suited for shorthanded long distance crossings.

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Jean-Yves Candlot
palma@bernard-gallay.com

Moscow
Tel +7 910 477 09 70
Oscar Konyukhov
russia@bernard-gallay.com



110' "AVENTURA"

2006. Ted Fontaine design built by Danish Yacht & Holland Jachtbouw. This magnificent centre board sloop is a true world cruising yacht where safety and comfort have been a priority. Beauty, flexibility and ease followed suit.

In true Fontaine style, she provides the owner with classic beauty married to modern technology. The centreboard gives access in coastal waters. The push-button rig and fold-down stern ease the interface between wind and water.

The flow of the yacht with three entrance/ exits, an on-deck saloon and a raised interior saloon, plus 4 staterooms aft for owner and guests offer the maximum living potential for a yacht that can be handled by only four crew.



84' Fitzroy Yachts "NEPTUNE"

2004. Aluminium built from a Judel/Vrolijk design. The spacious accommodation includes a three-guest cabin layout aft, all with private en suite heads.

The two forward crew cabins also have separate heads. The generous main saloon includes a comfortable dining area and lounge. The deckhouse incorporates an additional dining area, chart table and inside steering station.



100' Aluminium Sloop "SUSANNE AF STOCKHOLM"

1990. Gilles Vaton designed. Totally reconditioned in 2008 into a modern, comfortable, seaworthy and performing centerboard sailing yacht with a brand new stylish interior. She has a terrific potential for private cruising and / or for charter.



90' Fast Sloop "QUINTA SANTA MARIA"

2002. A very nice, fast cruising sloop. She has been specially designed for her current owner who is an experienced yachtsman and who has exclusively used her for family cruising and a few Mediterranean cruising racing events. She has been kept in great condition by the same captain since launched.

Feadship **Go** 128'0"

FOR SALE



Ready to Go

The third yacht in Feadship's exclusive SL39 concept is every inch a customised superyacht above the waterline. *Go*'s large master stateroom epitomises the calm atmosphere onboard this

superior superyacht, while the smart layout offers the option to transform two of the four guest suites into one full-beam VIP stateroom complete with lounge. A wide variety of

'outdoor-in' facilities make *Go* ideal for chartering should you choose to do so.

Length: 39.00m / 128'0" • **Builder:** Feadship – Koninklijke De Vries Scheepsbouw • **Naval Architect:** De Voogt Naval Architects
Guest staterooms: 10 guests – ten in five staterooms **Price:** 22,900,000 EUR

FEADSHIP
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FOR SALE



A unique F45

Helix is the latest yacht in the much-admired F45 custom-series from Feadship and the only one finished in the Nautical interior theme. This

offers a contemporary mix of light fabric covered walls in mahogany wooden frames with carefully contrasting materials. Uniquely for a 45m yacht,

the F45s have both the master stateroom and the guest suites on the main deck. The incredible views will delight all reside onboard *Helix*.

Length: 44.65m / 146'6" • **Builder:** Feadship – Royal Van Lent Shipyard • **Naval Architect:** De Voogt Naval Architects • **Guest staterooms:** 10/12 guests – ten in five staterooms, plus two in convertible private office • **Price:** 33,500,000 EUR

Dick van Lent – Koos Zitman
T +31 252 547 123
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www.feadship.nl



CARPE DIEM 191' (58M) Trinity 2011. 6 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. Kevin Bonnie +33.616.39.1959



MI SUEÑO 190' (58M) Trinity 2010. 7 Staterooms
C.A. Mark Elliott 305.794.1167 or C.A. Kevin Bonnie +33.616.39.1959



HARBOUR ISLAND 180' (55M) Newcastle 2011. 6 Staterooms
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MIA ELISE 164' (50M) Trinity 2010. 6 Staterooms
C.A. Mark Elliott 305.794.1167 or C.A. Chany Sabates III 954.604.2253



ZOOM ZOOM ZOOM 161' (49M) Trinity 2005. 5 Staterooms
C.A. Mark Elliott 305.794.1167



CARPE DIEM II 150' (46M) Trinity 2002/2011. 5 Staterooms
C.A. Frank Grzeszczak 954.494.7096



MIRAGE 132' (40M) Heesen 1992. 5 Staterooms
C.A. John Ciullo 954.494.1075



WHEELS 124' (38M) Trinity 2002. 5 Staterooms
C.A. Chany Sabates III 954.604.2253



GALILEE 106' (32M) Westship/Westport 1995. 5 Staterooms
C.A. Ron Morgenstein 954.309.9740 or C.A. Frank Grzeszczak 954.494.7096



FINISH LINE 84' (26M) Lazzara 2007. 4 Staterooms
C.A. Chany Sabates III 954.604.2253



FOUR ACES 183' (56M) Benetti 2005/2008. 6 Staterooms
C.A. Mark Elliott 305.794.1167



STREAMLINE 161' (49M) Mondo Marine 2009. 5 Staterooms
C.A. Kevin Bonnie +33.616.39.1959



TUSCAN SUN 147' (45M) Izar 2006. 6 Staterooms
J.C.A. Frank Grzeszczak 954.494.7096 or J.C.A. Mark Elliott 305.794.1167



LA DEA 116' (35M) Azimut 2004. 5 Staterooms
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HAPPY DAZE 83' (25M) Moonen 1998/2005. 3 Staterooms
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WESTPORT 130



New Construction
WESTPORT 112



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New Construction
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130' Westport Tri-Deck MY 2007 "CONSTELLATION"
Camm Moore, C.A.



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114' Hatteras 1994 "LADY MONROE"
Alex Rogers / Chris June, C.A.'s



112' Westport RPHMY 1999
Andrew Miles, C.A.



112' Westport RPHMY 2007 "STEADFAST"
Alex Rogers, C.A.



106' Westport RPHMY 2004
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103' West Bay 2001
Mark Peck, C.A.



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100' Broward 2001
Andrew Miles, C.A.



98' Queenship 1993
Mark Peck, C.A.



98' West Bay 1998
Andrew Miles / Bryan Long, C.A.'s



95' Westport RPHMY 2001
Bryan Long, C.A.



90' Hatteras SF Conv 1997
Ralph Raulin, C.A.



88' Tarrab CPMY 2002
Andrew Miles, C.A.



85' Broward 1982
Chris June/Alex Rogers, C.A.'s



85' Pacific Mariner 2008
Claude Racine, C.A.



84' Northcoast 2001
Camm Moore, C.A.



80' Lazzara 1998
Mark Peck, C.A.



78' West Bay 2002
Claude Racine, C.A.



75' Hatteras 2001
Alex Rogers, C.A.



75' Sunseeker Manhattan 2006
Ralph Raulin, C.A.



Akula | Amels
59m | 1974 | Caribbean
US\$14,750,000
*not for sale in US waters while in US waters

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Zeus | Mangusta 165
50m | 2009 | Monaco
€27,500,000

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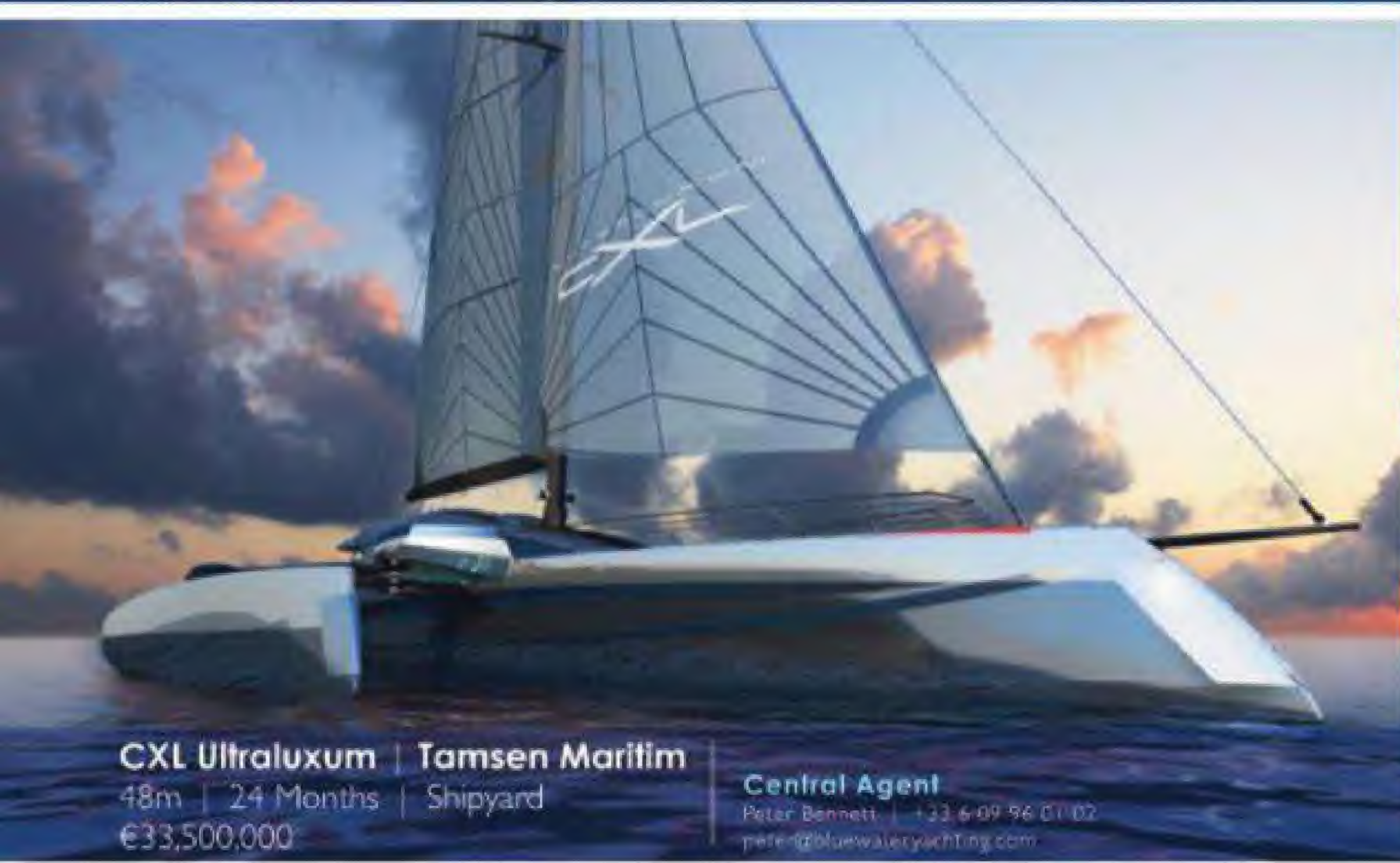
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€14,900,000

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€15,995,000

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48m | 24 Months | Shipyard
€33,500,000

Central Agent
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Les | Mangusta
33m | 2007 | France
€6,500,000

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tom@bluewateryachting.com



Adam | Azimut
20m | 2008 | France
€1,250,000

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Tom Barnes | +33 6 20 18 17 34
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Alexsophie | Azimut
23m | 2007 | France
€1,900,000

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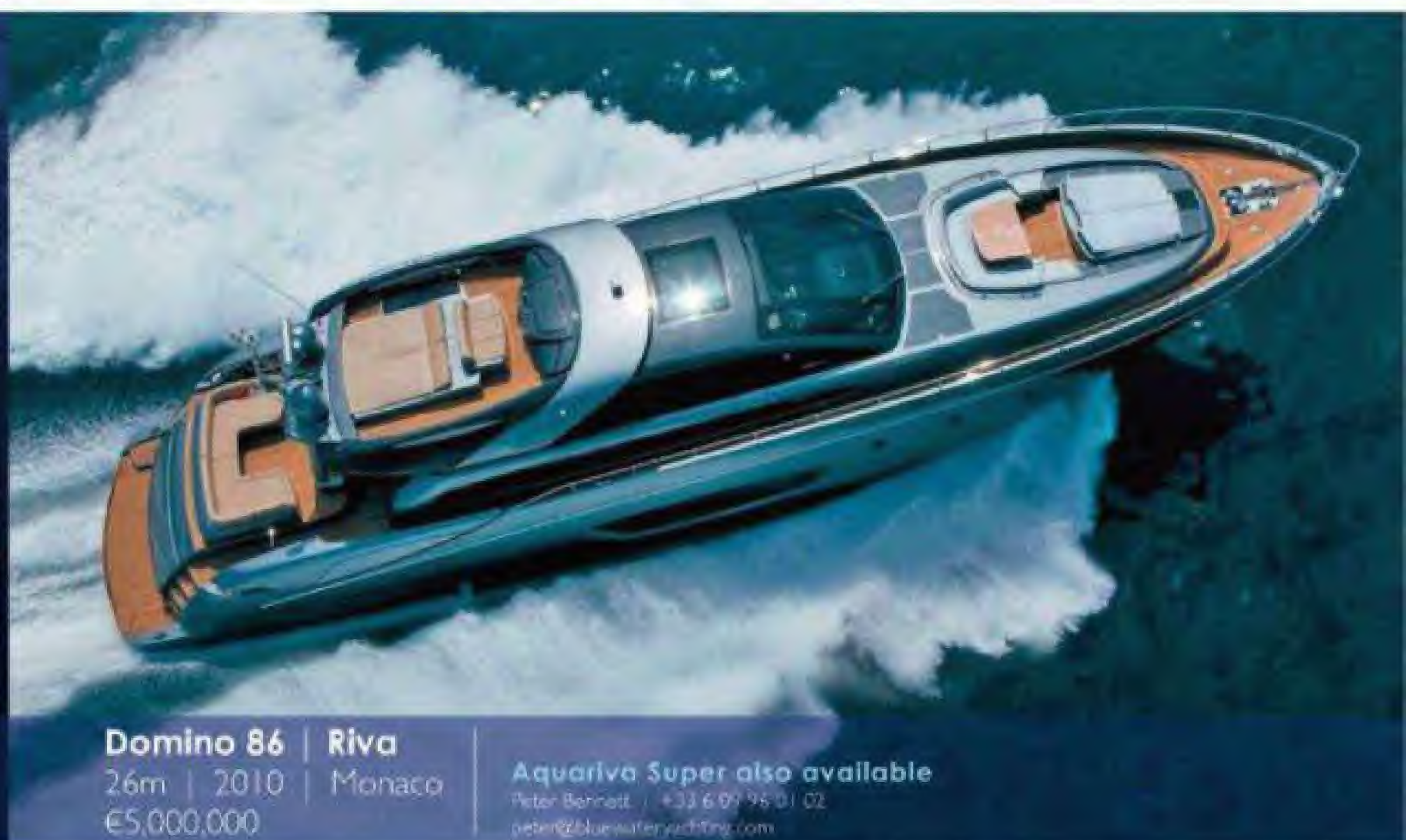
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25m | 2003 | France
€975,000

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tom@bluewateryachting.com



Tuffinot | Pershing
27m | 2001 | Italy
€1,490,000 vat paid

Central Agent
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jimmy@bluewateryachting.com



Domino 86 | Riva
26m | 2010 | Monaco
€5,000,000

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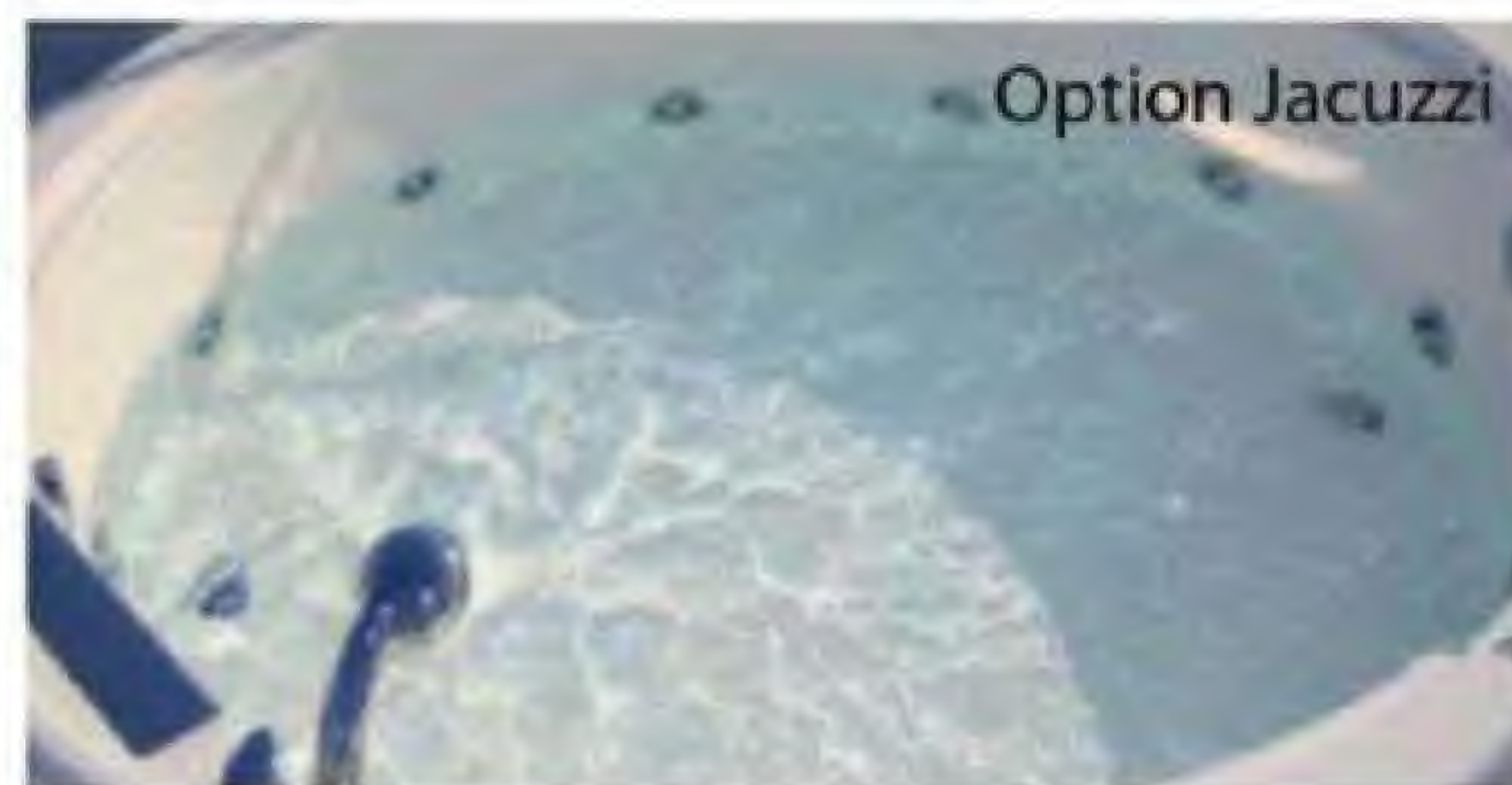
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NEW LISTING



PB 58

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Maori 75

2x MAN 1550 HP · 38 kn · Year 2010

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Incognito | 2002 88' Pershing
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Happy | 2005 80' Mangusta
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Tickled Pink is a beautiful tri-deck superyacht. She accommodates ten guests comfortably in five luxuriously appointed staterooms. Her high specification includes Trac Star Digital Fin Stabilizers and she has had a Bose upgrade throughout.

Engines: 2 x MTU 4000 Series 12V M70
Lying: South of France

£7,750,000 Ex VAT
Central Agent



2003 43M ALFAMARINE TRI-DECK YACHT

Designed by Andrea Bacigalupo and built to MCA compliance, this is a high performance motoryacht. Her hull and superstructure were repainted in October 2009 and she has only one owner to date. She offers vast accommodation and is impeccably maintained throughout.

Engines: 2 x MTU 12V 4000 M90 2775HP
Lying: Mallorca

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Central Agent



2009 SUNSEEKER PREDATOR 92 SPORT

Offering stylish accommodation for eight guests in four en suite cabins, her high specification includes; Tropical air-conditioning, hydraulic bathing platform, upgraded Generators and M9 Satellite TV system.

Engines: 2 x MTU 16V 2000 M93
Lying: Mallorca

£3,900,000 Inc VAT
Central Agent



2008 SUNSEEKER 90 YACHT

A stunning example of this popular model, she has been meticulously maintained from new. Her spacious interior offers accommodation for eight guests in four deluxe en suite cabins. Coded to MCA Cat 2 she is perfect for charter. Her high specification includes; Trac Star Digital Fin Stabilisers, Bose upgrade and upgraded generators.

Engines: 2 x 1800hp Caterpillar C32
Lying: South of France

£2,750,000 Ex VAT
Joint Central Agent



2010 SUNSEEKER PREDATOR 74

This stunning Predator 74 was only delivered in February 2011 and is offered seriously for sale. She comes with a full warranty valid to early 2013. From the Predator heritage the striking lines of this superb vessel are an instant head turner. Her contemporary interior is finished in Black American Walnut and she has some wonderful design features throughout. She offers accommodation for six in three cabins.

Engines: 2 x MAN 1360HP V12
Lying: South of France

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Central Agent



2004 FERRETTI 94

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Lying: Western Mediterranean

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Engines: 2 x 1947HP MTU 12V 2000 M94
Lying: United Kingdom

£3,300,000 Ex VAT
Central Agent



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Engines: 2 x 1947HP MTU 12V 2000 M94
Lying: Mallorca

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Engines 2 x 1950hp 12V 2000 M94



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VICTORIA DEL MAR 121'0" (36.9 m) 2001/2008 MOONEN



RUSALKA 118'0" (36.0 m) 1994/2004 CHRISTENSEN



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Perfect condition!

Asking Price: €2,395,000



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De Vries Lentsch Kotter 18.20

2000, 18.20 x 5.60 x 1.80 m, 3 cabins + 1 x crew, steel, 2 x
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DELTA AND CATERPILLAR FINANCIAL TEAM UP TO COMPLETE PROJECT MONARCH



Monarch is now complete and ready for immediate delivery. She is currently located in Seattle, as seen in the image above, and can be available for viewing at any time. This striking yacht combines the strengths of two long-standing companies, Delta Marine and Caterpillar Financial Services with the talented design of Jonathan Quinn Barnett. Construction of this 151-foot motor yacht has just been completed at Delta's yard in Seattle. Financing for the Monarch is available through Cat Financial for qualified buyers. For additional details, pricing information, or to set up an appointment to see the Monarch, please contact delta@deltamarine.com or +1 206 763 2383.





2008 Oyster 62 *UHURU*

Fresh from a refit, *UHURU* is a striking Oyster 62. The recently re-sprayed dark blue hull ensures she is a real head turner. This yacht is extensively equipped and complete with extra equipment to enable world sailing and exploring both high and low latitudes. Although never chartered, *UHURU* has been built to MCA Class 2 in order to comply with safety regulations.

£1,395,000 ex VAT Lying: UK South Coast

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PURE. Nordia 70 Performance Cruiser. Built by Royal van Dam Nordia in The Netherlands, delivered 2011. Dim: 21m35 x 5m85 x 3m05. Dutch-built aluminium sailingyacht which has been put to the test one season and she is now even better than new. Exciting performance

coupled with living comfort to the highest standards you expect on luxury yachts. Spacious interior with flawless woodwork, sleeping 8/9 persons in 4 cabins. All cabins with bathroom ensuite. Very, very complete. Contact bart@tavros.nl for detailed specification!



Lady Anne. Truly Classic 56 by Hoek Design. Dim: 17m50 x 4m45 x 2m40. Built in 1998 by McMullen & Wing, refit in the Netherlands 2009/2010. Elegant sailingyacht with in-boom mainsail and electric furlers. New North 3DL sails, new Raymarine electronics, new Awlgrip on hull, mast and boom. Yanmar turbo 100HP, Whispergen. Sleeps 6 in two cabins. Lying: the Netherlands.



Infinity. Wajer Osprey 37. Dim: 11m30 x 3m70, built 2006, low hours. The ultimate dayboat or superyacht tender. Twin Volvo IPS 400. This Osprey 37 is lying at the shipyard in Heeg, fully serviced and ready to go for this season. In excellent condition, she could be mistaken for new. Awlgrip H8002 off-white hull, cream interior. She can be transported anywhere in Europe by truck. Call us for possibilities.

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NORSEMAN

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Rarely do boats like Norseman, an Italian built Falcon 90 come onto the market. Norseman represents the pinnacle of European boating design, finish, performance and style. She is constructed for charter operations in European waters with RINA 100-A-1.1 "Y" European certification. She has only ever been used privately and features 3 large guest cabins with en-suites and boasts a large full beam master stateroom with en-suite and walk in robe.

The large cockpit offers full undercover dining, extending through large stainless bulkhead doors into a beautifully appointed saloon. Forward stairs lead up to the spacious outdoor living area with a fully appointed helm station, day bed, adjoining dinette, purpose built BBQ and refrigeration.

The MTU Series 91 engines, that have completed just 500 hours of their 2000 manufacturer warranty, give her exceptional performance in all conditions and is notably fuel efficient with a general cruising speed of 12 knots using just 140 litres per hour. She also boasts an impressive 28 knots at full throttle, whilst maintaining a consistently soft ride.

Having spent two seasons in the Mediterranean and two seasons in Australia, Norseman now resides at Southport Yacht Club on the Gold Coast with expressions of interest sought.

For further information visit www.falcon90.com.au, or call Hans Stolz on +61 458 338 282 or email mvnorseman@gmail.com

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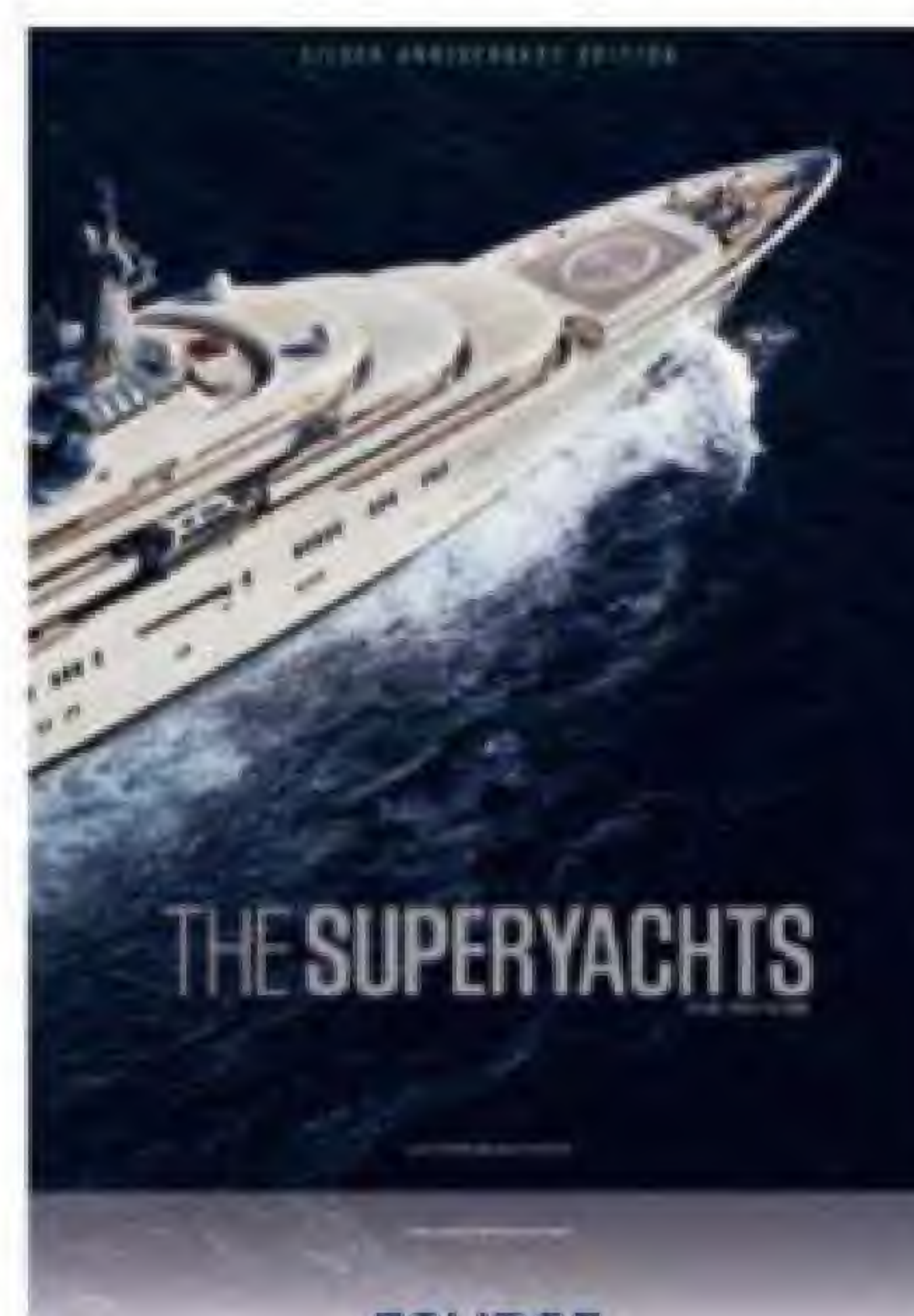
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Maiora 24S

€1,750,000

West Mediterranean

Hatched in 2005, she comes with twin 1,500hp MTUs and every conceivable bell and flute. Supremely well polished, she is the ideal holiday destination for 2012. Her only real modesty is her price.



24m Van de Stadt

\$1,650,000 + VAT

Palma

Go anywhere, be it high or low latitude, no fuss cruising yacht of tin, with a fab Andrew Winch interior. From 2000, Kelly Archer from Down Under has worked his magic. Much uprated and updated in this ownership. Please check out the price, a recent tumble should loosen your cheque writing hand.



Discovery

These incredible Ron Holland blue water cruising yachts are built right here in Blighty, just beautifully, and are the perfect platform for serious cruising – either short-handed or with chums. Ask us about the pre-owned yachts that are available for sale via Discovery Yachts and Berthon. As the appointed brokers for the brand we are delighted to discuss all the currently available yachts.

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FOR CHARTER LATE 2011

This stunning 200' (61 metre) BENETTI features a signature Evan Marshall interior comprising of two panoramic master suites, four guest staterooms, elevator to all decks, a full beam skylounge and vast open & shaded deck areas.

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SEA D – NEW CENTRAL AGENCY

40m Proteksan Turquoise from 2003 with 5 cabins for 10 guests. Substantial 2009/10 refit including new zero speed stabilizers, new generators, new navigation system, new Crestron audio visual equipment and the installation of a new larger jacuzzi.
Price: 12,900,000 USD. Central Agents.



Sistership

NEL BLU – NEW CENTRAL AGENCY

2003 82' immaculate Sanlorenzo. Only privately and lightly used with 900 engine hours on her Caterpillar main machinery . Offering accommodation for 9 guests in 4 cabins in a warm cherry wood interior.
Price: 2,300,000 EUR (Vat Paid). Central Agents.

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Price: 15,000,000 EUR. Central Agents for sale and charter.



JUNA - NEW CENTRAL AGENCY

This fine example of a Ferretti 881 RPH from 2008, has never been chartered and has seen Mediterranean use only. 4 cabins with 8/10 berths. Keenly for sale as the owner has bought a replacement yacht.
Price: 3,950,000 EUR. Central Agents.



DIANE

Fully custom built 43m Benetti (FB 236), with a luxurious Francois Zuretti interior. Good volume at 483 GT, the semi-displacement hull allows for performance in excess of 20 knots, yet 3,500nm range at lower speeds. Zero speed stabilizers, ABS classed and MCA certification. Price: 17,950,000 EUR. Central Agents.



POLLUX

What distinguishes this 33m Cantieri di Pisa from every other yacht in this category is her Donald Starkey interior - a brilliant fusion of Japanese and art deco themes. Substantially refitted in 2008 and very well presented. Price: 4,500,000 EUR. Central Agents.

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VICKY – NEW CENTRAL AGENCY

60m of totally unique yacht from Baglietto in 2009, sauna with a sea view, an aquarium, huge jacuzzi. A beautifully detailed interior for 10 guests that boasts a vast range of rare and precious materials makes this quick, all aluminum super yacht one not to be missed!

Price: 35,000,000 EUR. Central Agents for sale and charter.



LADY FERYAL – NEW CENTRAL AGENCY

Substantial interior changes have greatly widened the appeal of this yacht, however, the meticulous maintenance she receives remains unchanged. 42m of versatile accommodation for up to 16 guests (12 charter) in 8 cabins. From 2003 with new paint and more in 2009.

Price: 9,500,000 USD. Central Agents for sale and charter.



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